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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	O.	A.M.	A.M.	NOON	E.	O.	E.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	8.30	9.15	10.30	12.00	1.15	2.30	4.35	5.50	7.21
Yauwalei ...Dep.	6.50	—	—	9.25	10.35	12.05	1.20	2.35	4.40	5.55	7.26
Shatin ...Dep.	7.00	—	—	9.35	10.45	12.15	1.30	2.45	4.50	6.05	7.36
Taipei ...Dep.	7.10	—	—	9.45	10.55	12.25	1.40	2.55	5.00	6.15	7.46
Taipei Market Dep.	7.21	—	—	9.55	11.05	12.35	1.50	3.05	5.10	6.25	7.56
Fanning ...Dep.	7.31	—	—	10.05	11.15	12.45	2.00	3.15	5.20	6.35	8.06
Shuanghui ...Dep.	7.42	—	—	10.15	11.25	12.55	2.10	3.25	5.30	6.45	8.16
Shamshui ...Dep.	7.52	—	—	10.25	11.35	13.05	2.20	3.35	5.40	6.55	8.26
Canton ...Arr.	—	—	—	—	—	—	—	—	—	—	—

SHA TAU KOK BRANCH.

	A.M.	A.M.	O.	A.M.	A.M.	NOON	E.	O.	E.	P.M.	P.M.
Fanning ...Dep.	7.19	8.06	8.30	9.15	10.30	12.00	1.15	2.30	4.35	5.50	7.21
Shatin ...Dep.	7.29	8.16	8.40	9.25	10.40	12.10	1.25	2.40	4.45	6.00	7.31
Taipei ...Dep.	7.39	8.26	8.50	9.35	10.50	12.20	1.35	2.50	4.55	6.10	7.41
Taipei Market Dep.	7.49	8.36	9.00	9.45	11.00	12.30	1.45	3.00	5.05	6.20	7.51
Fanning ...Dep.	7.59	8.46	9.10	9.55	11.10	12.40	1.55	3.10	5.15	6.30	8.01
Shuanghui ...Dep.	8.09	8.56	9.20	10.05	11.20	12.50	2.05	3.20	5.25	6.40	8.11
Shamshui ...Dep.	8.19	9.06	9.30	10.15	11.30	13.00	2.15	3.30	5.35	6.50	8.21
Canton ...Arr.	—	—	—	—	—	—	—	—	—	—	—

Further information may be obtained at the Railway Office, Kowloon, or from Messrs. The S.K. & S. Co., Ltd., Hong Kong, or from The American Express Company, Hong Kong.

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FROM MACAO: 8 A.M. and 2 P.M. daily. (Sunday: 4 P.M. only).

SUNDAY EXCURSION.
On SUNDAY, 12th INSTANT, S.S. "KINSHAN" will depart from Company's Wing Lok Street Wharf at 9 A.M., and from Macao at 4 P.M. [13]

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WHAT IS SUN CHUAN FANG'S POSITION?

NATIONALISTS AND RUSSIAN INFLUENCE.

NORTHERN VIEWS OF CANTON'S CHANCES.

The visit of Sun Chuan Fang to Tientsin and his appeal for Northern help against the Reds has opened up a field of speculation for both foreigners and Chinese, says Mr. Rodney Gilbert writing from Peking on November 25th to the N.C. Daily News. Wu Pei Fu's collapse is explainable. North of the Yangtze he had poor material, badly organized, badly paid and led by men who have all turned their coats, more than once. South of the Yangtze he used southerners against southerners, men among whom the propagandist had an easy time of it, also poorly organized, equipped, paid and led. Sun Chuan Fang's defeat is not so easily accounted for as yet. He had a larger army of well trained, well paid, well equipped men than the Cantonese and several willing and competent generals. His communications were far better and easier than the Cantonese lines and his men of a better fighting stock. He was betrayed, of course, but not by the leaders of the units that he relied upon. The Hsia Chiao (Hanchow revolt) episode was soon ended and the loss of Fang Pen Jen, Teng Ju Cho and their ilk should not have turned near-victory into such a complete disintegration. Foreign expert observers have been saying for some time that while the Fengtien and Shantung equipment might be more lavish, Sun Chuan Fang had the better organized and "snappier" army. If this could happen to Sun Chuan Fang, with his splendid organization and at least 60,000 seasoned northern fightingmen, what is going to happen to Chang Chung Chang's Shantung armies? The tendency of guesswork among foreigners here, it must be confessed, is rather pessimistic. Seasoned and level-headed observers are freely prophesying that the Cantonese or the Kuomintang, or both, will be in Peking in the spring and in almost undisputed possession of the 18 Provinces. Many are so fully convinced of this that they are consoling themselves as though it were already fact. They say:

Making The Best Of It.

"Well, I don't see how it can be any worse for foreign diplomacy, foreign interests or the security of foreign residents in the North if the Reds get complete control. They are all devoted to the one idea of getting rid of the foreigner or humiliating him, no matter what it costs China. United control might at least mean an end to war and its burdens upon trade; and then united control would mean centralized responsibility—a single head to deal with and crack if need be. Further than this, these various radical groups when they feel that they have conquered China their first serious concern will be to get rid of the Russians. They will not in the age-old Chinese way, implore foreigners to come to the rescue dangle all kind of baits before us—renewal of the treaties, fuller revenue control to cover old debts, foreign railway control, anything. For one thing, if they mean to put the country in order, they will want money, railway supplies and all manner of things which present tactics are forcing further and further from China's horizon. To get credit they must do two things at least—acknowledge their debts, making provision for their payment, and foster foreign trade. If they wreck the Customs and the Salt they can do neither.

The Darker View.

This is making the best of a bad job in prospect. There are many who take a much darker view, thinking that before the sobering process sets in, victory will have inflamed the nationalists and inspired them to perpetrate excess that will bring sobriety upon them in a very different form. Another high foreign authority thinks that we are on the verge of such an "accident" and that the explosion may come at any time, next month, to-morrow or even this evening. The writer has given up guessing and therefore submits these ideas as samples of speculation in the high places, of which the reader may make what he likes.

GREAT BRITAIN'S TRAFFIC DOUBLED.

The Ministry of Transport have issued a Report on the Traffic Census recorded on Class I roads in Great Britain during August, 1925, which shows striking changes in volume and character of road traffic since a previous census was recorded in 1922.

The highest tonnage recorded at any point during a 12-hour period was 31,329 on the London-Bath road, opposite the General Post Office at Chiswick, W. On the Great North Road the average daily weight of traffic increased from 1,552 tons to 3,058 tons, and on the London-Worthing road from 2,578 to 5,216. The highest average daily weight was on the London-Shoeburyness road near the iron bridge over the River Lea—45,468 tons—but this was recorded over a 24-hour period.

CHINA MERCHANTS' SUSPENSION.

ACTION POSTPONED FOR A WEEK.

POSITION TO BE FURTHER CONSIDERED.

Owing to the general protest against the threat of the China Merchants' Steam Navigation Company, Ltd., to suspend its services along the China Coast and the Yangtze River, members of the Board of Directors held a meeting on Sunday evening to discuss the situation, says the North China Daily News of last Tuesday. A resolution was passed to the effect that such suspension should be postponed for a week and that meanwhile, service should be continued.

Should the suspension actually take place, it is estimated that nearly 3,000 men will be affected on the different vessels belonging to the company, these including the foreign officers and engineers (of whom there are about 180), seamen and comrades' employees, and about 6,000 men ashore. Although the company owns 31 steamers, only 13 are so far involved, seven of these being on the Hankow run, two (the Kwanglee and the Hsinwang) on the Canton service, and two (the Hsinwang and the Kiao) which run to Swatow. The services to Ningpo, Wenzhou, Tientsin and Chefoo are running as usual, and the route to Eukien is still normal, but it is feared that the vessels on this latter section will be seized by the military.

Marshal Sun Chuan Fang recently seized all the vessels on the Yangtze service, and declined to return them. He pleaded that he has still to use them for the transportation of his troops.

Business Down Considerably.

Our informant could not give an estimate of the actual losses, which had resulted from the seizure of the vessels by Marshal Sun, but business had dropped considerably, he said.

Asked whether the officers and crew were disappointed, our informant said that they were perfectly contented. They all co-operated with the Board of Directors and all supported them heartily. The company had not received any joint official petition from the ships' foreign officers, but one had been addressed to Marshal Sun through the company, in which the writers demanded full protection from the depredations of the troops. This was handed to the Marshal who had not replied.

Questioned as to the proposed suspension of the service, our informant said that it should have been suspended on November 29th and the offices were to have been closed but, owing to objections to this course on the part of the general public, an urgent meeting of the Board of Directors was held on Sunday when it was decided to postpone action for a week. A meeting will be held on December 5th to consider the matter, but it was the hope of all present that, no matter who ruled China, the properties of the company would be properly protected. If this could not be done and present conditions prevailed it was better to suspend business rather than suffer further losses.

SUN'S SILVER TO BENEFIT CANTON.

\$100,000 TAKES A WRONG TURN.

The \$100,000, in silver coin, which was shipped from Wuhu to Kinkiang on the steamer Shengking, and overcarried to Hankow last week, has finally reached the hands of the Cantonese forces in Hankow, according to reports from that city, says the Shanghai Times.

The silver was packed in 20 cases, and on its arrival in Hankow was delivered to the Customs House, where application was made for it by the Nationalist headquarters on the ground that it was shipped to Marshal Sun Chuan Fang at Kinkiang, and was therefore liable to confiscation as enemy property.

The steamer carrying the silver arrived in Kinkiang just as the war there was in progress, and could not land the coin. According to the Nationalist headquarters at Hankow, the Customs officials co-operated with them in this matter, and no difficulty was experienced by them in obtaining the 20 cases of silver following their application for it.

SMALL-POX EPIDEMIC IN DURHAM.

Small-pox spread in quite an alarming manner during the early part of last month in County Durham. There were 333 cases in the urban district of Brandon; 200 of them having been contracted since October 13th. In the first week of November 28 cases were reported in the district.

Twelve cases were reported in one day, on October 28th and 29th, and at Waterhouses more than 40 school-children were suffering from the disease. There was difficulty in finding hospital accommodation for all the cases in the Brandon area.

THE WEEK'S DIARY.

To-day.
H.K. Hotel tea dance, 4.30 p.m.
Lecture: Free lecture on Christian Science at Old Chamber of Commerce Room, City Hall, by Mr. John Randall Dunn, C.S.B., of Boston, Massachusetts, U.S.A., 5.45 p.m.
H.M.S. Carlisle dance, R.E. Theatre, Wellington Barracks, 8.30 p.m. Metro-Gnomes Dance Band.
Concert: H.K. Male Voice Choir at Union Church Lecture Hall, 9 p.m.
Queen's Theatre: "Lovers in Quarantine."

World Theatre: "Sally of the Sawdust."
Star Theatre: "The Courtship of Miles Standish."
Principal Mails:—Outward: Europe via Marseilles (Paul Lenz), 2.30 p.m.; Outward: Europe via Siberia (Amazone), 3.30 p.m.

Wednesday.
Around-the-World tourist liner Carinthia due.
H.K. Hotel tea dance, 4.30 p.m.
King Edward Hotel tea dance, 4.30 p.m.

Football: Interport-Trial Game, H.K.F.C. Ground, 4.30 p.m.
Paper on "Road Construction," by Mr. Frank P. Van Horn, late Superintendent of Highways, New York City, at Engineers and Shipbuilders Institution, 5.45 p.m.
Final dress rehearsal "Pirates of Penzance," Theatre Royal, 8.30 p.m.
Masked fancy dress ball at Peak Club for M.C.L. Funds.
Queen's Theatre: "Lovers in Quarantine."
World Theatre: "The Wall Flower."
Star Theatre: "The Courtship of Miles Standish."
Principal Mails:—Outward: Parcels for Germany via Hamburg (Carl Legien), 1.30 p.m.

Thursday.
H.K. Hotel tea dance, 4.30 p.m.
Musical Helena May Institute, 5.30 p.m.
Queen's Theatre: "The Bat."
World Theatre: "The Wall Flower."
Star Theatre: "The Dark Swan."
Principal Mails:—Outward: U.S.A., etc. (President McKinley), U.S.A., Honolulu, etc. (President Wilson).

Friday.
H.K. Hotel tea dance, 4.30 p.m.
King Edward Hotel tea dance, 4.30 p.m.

Saturday.
H.K. Hotel tea dance 4.30 p.m.
Cricket and Football (details in Saturday's issue).
Yachting: 6th Championship race for racing classes.
Carnival Dinner Dance at Repulse Bay Hotel.
Dinner Dance at Messrs. Lane, Crawford's Restaurant.
Philharmonic Society present "Pirates of Penzance," Theatre Royal, 9.15 p.m.
Queen's Theatre: "The Bat."
World Theatre: "The Wall Flower."
Star Theatre: "The Dark Swan."
Principal Mails:—Inward: Europe via Suez (Macedonia), 10.30 a.m.

Sunday.
St. John Ambulance Brigade Annual Competition for "Ralphs" Shield, Murray Parade Ground, 9.30 a.m.
Golf: Semi-final of R.H.K.G.C. Championship, at Fanning.
Yachting: 2nd Championship race for Cruisers.
Yachting: Ladies Section of R.H.K.Y.C. 4th championship race.
Philharmonic Society present "Pirates of Penzance," Theatre Royal, 9.15 p.m.
To Secretaries.

[Secretaries of clubs and associations, etc., are kindly requested to forward any forthcoming events to the Daily Press for inclusion in the above column, which it is our endeavour to keep as correct and up-to-date as possible.]

FALLING ENGLISH BIRTH RATE.
As in the preceding quarter, a further decline in the birth-rate for England and Wales in the third quarter of the year is recorded.

The births numbered 174,902, and were 6,933 below the figure for the corresponding quarter of 1925. Of these 89,140 were males and 85,762 females.

The births correspond to an annual rate of 17.8 per 1,000, the lowest birth-rate recorded in any third quarter except during the years 1917 and 1918.

The deaths numbered 90,723, and were 23,098 fewer than in the preceding quarter, and 4,322 fewer than in the corresponding quarter of 1925.

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| 1 Pt. Blackberry Brandy. | 2 Qts. St. Julien Claret. |
| 1 Pt. D.O.M. | 1 Qt. Old Brown Sherry, Bk. S. |
| 1 Qt. Martell's XXX Brandy. | 1 Qt. Puritan Old Tom or Dry Gin. |
| 2 Qts. King George IV White Label or Perfection Whisky. | 1 Qt. Burgundy. |
| | 1 Phial Pomeranzen Bitters. |

No. 2 HAMPER—\$34.

- | | |
|---|-----------------------------------|
| 1 Qt. Guillelart Champagne. | 2 Qts. Tawny Dry Port. |
| 1 Pt. D.O.M. | 2 Qts. St. Julien Claret. |
| 1 Qt. Burgundy. | 1 Qt. Puritan Old Tom or Dry Gin. |
| 1 Qt. Martell's XXX Brandy. | 1 Qt. Vino de Pasto Sherry. |
| 2 Qts. King George IV White Label or Perfection Whisky. | 1 Phial Pomeranzen Bitters. |

No. 3 HAMPER—\$30.

- | | |
|---|-----------------------------------|
| 1 Qt. Burgundy. | 1 Qt. Englund's XXX Brandy. |
| 1 Pt. Peppermint G. F. | 1 Qt. Amontillado Sherry W.S. |
| 1 Pt. D.O.M. | 1 Qt. Puritan Old Tom or Dry Gin. |
| 2 Qts. Superior Rich Old Port. | 2 Qts. Medoc Claret. |
| 2 Qts. King George IV White Label or Perfection Whisky. | 1 Phial Pomeranzen Bitters. |

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THE WORLD'S CALL TO THE CHURCH.

ADVENT ADDRESSES AT ST. JOHN'S CATHEDRAL.

Preaching at St. John's Cathedral on Sunday morning, Advent Sunday, the Rev. F. H. Copley Moyle, took for his subject "The Call from Africa." During Advent the same preacher is giving a series of sermons on the subject "The World's Call to the Church," and these addresses will summarise the report of a commission appointed by the English Church to consider the question of the world's call to the church, as expressed in terms of money and service. The Rev. F. H. Copley Moyle said—

The subject for our thoughts on these Sunday mornings in Advent is the World's Call to the Church. In case there are any here this morning who did not hear the Bishop's introductory sermon last Sunday, let me say that the Missionary Council of the National Assembly of the Church of England appointed last year five commissions to bring out, in co-operation with the Missionary Societies, a comprehensive statement of the spiritual needs of the world in terms of money and personal agents. The commissions were to report on Africa, India, the Far East, the Moslem World, and our own people overseas. The last of these reports is not yet issued but the other four were issued last January. The object of this course of sermons is to pass on to an idea of the contents of these reports, and I hope there are some here who will get the Reports for themselves and read them. They can be had for 1/- each. The contact of Western civilisation with peoples of other lands is to-day producing gigantic changes all over the world. Old religions, old customs are being shattered by the impact of new inventions and new thoughts. The world is being brought closer together. Places which a few years ago could only be reached by many months of arduous and dangerous journeying are now reached in comfort in a few weeks. Places which could not receive news from England till many months after the event now are in news from England in a few seconds. People who had never seen Europeans are now in daily contact with them. It is absurd to say "leave people to their old customs and beliefs." The onrush of Western civilisation cannot be stopped and we must resolutely face and solve the many problems which confront our generation. This can only be done by people who take a broad, just and unselfish view, and by people who do not make the mistake of leaving out Christ when they try to solve these problems. For Christ has a message for all men, and for every race. Western civilisation owes whatever is good in it to Him and to pass on the civilisation without the knowledge of Him is to court disaster. Experience has shown that people of every race and colour can find in Christ the satisfaction of their soul's need. I firmly believe that the reason why God has given us our great Empire is that we may spread the knowledge of Christ as we have it in our church. And that the Empire will only continue if we give ourselves to carry on the purpose of God.

Foreigner and Native.

There is a type of person, not uncommon, who regards himself as infinitely superior to what he contemptuously alludes to as "native races." He will tell you that "Force is the only thing the native understands" and he speaks of "Japs" and "Chinks" and "niggers." I hope no one in this Cathedral ever uses those contemptuous terms, and that you will always check anyone you hear using them, such people should not be allowed to leave their home country, or if sent abroad to widen their minds they should be muzzled till they have learned better. They do infinite harm to the Christianity of which they are supposed to be examples, and to the Empire of which they are such unworthy representatives. They think the Empire was made for them. But Empire is not so much a privilege as a responsibility and we are only justified in having an Empire if we are improving the mental, moral, spiritual and material condition of all those who live under our flag.

This morning we are to think of the Call from Africa. The first thing which strikes one about Africa is its vast size. I was greatly surprised to read in the report that there is room to put the whole of Europe, the whole of the United States of America, and India and China into Africa and still have room to spare. Yet the population of Africa is very little larger than that of the United States of America, less than half that of India, and not a third that of China. Africa presents all the problems which are found in other parts of the world, racial problems, industrial problems, economic problems, problems of Government and commerce. And some of these are likely to assume very acute forms in the near future. The racial problem is assuming already very serious proportions.

And because so much of this vast continent comes within the British Empire, we have a heavy responsibility for the future of Africa.

A New Country.

Except for Egypt the Mediterranean coasts Africa is a new country in the sense that till within the last 100 years it was practically unknown. This is due, no doubt to the natural features of the country. On almost all its sides high mountain ranges come close to the coast, blocking the path of the explorer and the rivers about in rapids and waterfalls which effectually prevented people from entering the land by them. Now, of course, these obstacles have been surmounted. The railways and the motor road are opening up the country. Our church has accomplished much but very much remains to do. The ecclesiastical Province of South Africa, under the

(Continued on next Column.)

HONG KONG IMPORTS.

FORTNIGHTLY REPORT OF HONG KONG GENERAL CHAMBER OF COMMERCE.

The fortnightly price current and market report of the Hong Kong General Chamber of Commerce, dealing with imports, states:—

Cotton Piece Goods and Fancy Cotton Goods.—Since our last report enquiry has broadened and sales of Broadcases and Drills for quick delivery and Italians and Venetians for the Autumn trade are reported. The market has ruled quieter during the last few days, and deliveries have fallen off considerably. The raw material shows a further decline, the latest quotations being those of 1st inst. Eg. Sakel 14.30d. Mid. Amer. "Spot" 6.75d.

Cotton Yarn.—In sympathy with the decline in the producing centres, local prices have experienced a further drop of 2 to 3 pence per bale, and market continues quiet. Quotations are purely nominal:—No. 10s. \$140/150; No. 12s. \$145/155; No. 16s. \$160/170; No. 20s. \$175/180. Arrivals: 200 bales. Shipments: Nil. Sales: Nil. Unsold stock: 14,200 bales. Bargains: 13,400 bales.

Woolens.—Market dull.

Raw Cottons.—Nothing doing.

Metals.—Prices slightly easier but market dull.

Flour Market.—Stocks: About 400,000 bags of all sorts. Market: Continues weak. Quotations: American Patent, \$4.40-4.50 per sack; American Straight, \$3.45-3.70 per sack; American Cut off, \$3.50-3.80 per sack; Shanghai Flour, \$3.30 per sack; Australian No. 1, \$3.75-3.85 per sack; Australian No. 2 and Australian No. 3, no stock; Canadian Cut off, \$3.35-3.45 per sack; Canadian Straight, \$3.35-3.40 per sack; Canadian Mixturo, \$3.10-3.30 per sack; Canadian 2nd Clear, \$3.00-3.10 per sack.

Sugars.—Local stocks very low.

Saltpetre.—Stocks: 14,000 bags. Market ruling very steady throughout the fortnight since last circular.

Archbishop of Cape Town contains the dioceses of Cape Town, Bloemfontein, Damaraland, George, Grahamstown, Johannesburg, Kimberley, Lehombo, Natal, Pretoria, Southern Rhodesia, St. John's and Zululand. The Church is organised and self governing but some of these dioceses include a territory two or three times the size of England. In East and West Africa there are yet no provinces but the area is divided into Bishoprics some of them far too big for one man to oversee. In the industrial centres hundreds of thousands of African labourers are brought from their native villages to work for a time in the mines and other industries and their return to their distant homes with their wages, and their new ideas gathered from their contact with the white man.

A New Factor.

In Africa to-day a new factor has to be realised, and that is that Governments, and especially the British Government, have recognised that the only hope for the safe development of Africa is that the Christian Church should be the greatest constructive influence in that development. The Governor of Kenya Colony last year called a conference between Government and Missions to consider the best way of developing the people of that territory. Two or three months ago there was held in Belgium an International Conference on the Christian Mission in Africa. Government officials like Sir Frederick Lugard, Missionaries, doctors, financiers and professors took part. Dutch, Portuguese, Briton and American, natives of Nigeria, Basutoland and Zululand, consulted together. This shows how wide spread is the feeling of Africa's need. The Report states: "Unless a native Christian civilisation can be developed there must inevitably be disaster on the grand scale. Obviously the chief method at the disposal of the Church to build up such an African Christian civilisation is that provided by the Christian school; and there is no shadow of doubt that either the effective Christian education of the African native must be provided by the Church in this generation or else the opportunity for using her most effective weapon will be lost for ever... depends very largely on the Anglican Church, whether or no Africa. One thing, and one only can save the situation, and that is an immediate outpouring of life for Africa by the Church at home. This can only be accomplished by a spiritual movement in the Church itself so profound as to lead to an unparalleled offering of lives for the work of the Church overseas and to the offering of such unprecedented financial help as will make possible the utilization of these lives by the Church throughout the length and breadth of Africa." To meet the needs of Africa there are needed at once 120 men and 80 women and an extra £100,000 a year.

Helpers Needed.

Perhaps some one says "What can I do?" Well perhaps you can go yourself. One Hong Kong born boy is now a priest of our Church working in Africa. There have been soldiers who have exchanged the sword for the cross and won glory for their master in the mission field. It was only a few weeks ago that I said "Good-bye" to a sailor who is going home with the hope of becoming a clergyman. But lay workers of all kinds are needed in the mission field, men who can teach a trade, manual workers all are wanted. But if you cannot yourself go you can learn about mission work, out here you can go to see mission schools, and you can help with your money and your prayers. If our Church is to respond to the great call which has come to her every member of the Church must do his bit to help the work and we must pray about it. These men and women and this money will only be forthcoming as the Church links itself on a fresh to the limitless resources of God.

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[A.B.]

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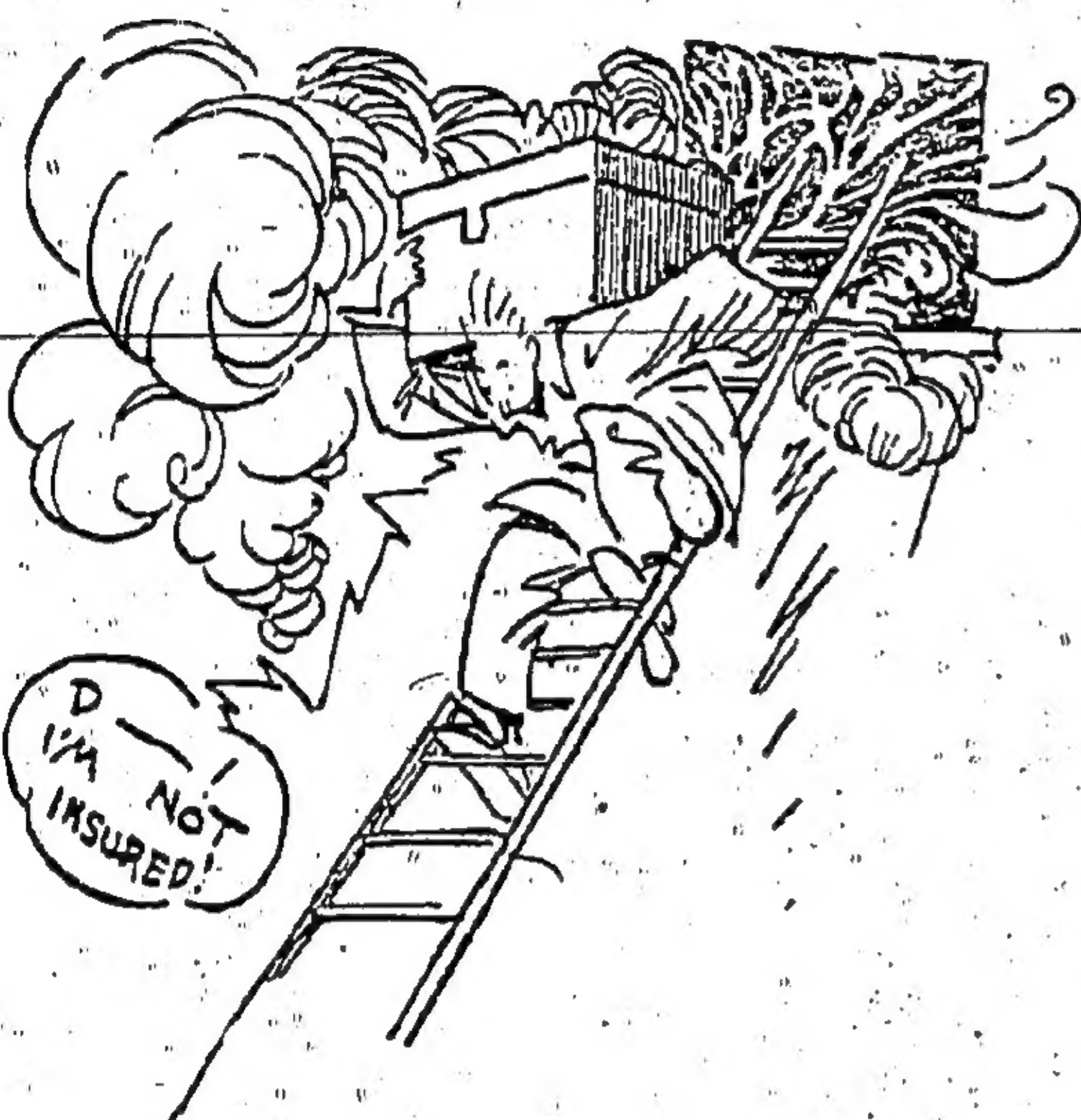
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(4196)

"SUNNING" PIRACY CASE RESUMED.

CAPTAIN PRINGLE'S STORY CONCLUDED AT MAGISTRACY.

NAVAL ARMED GUARD BOARD THE "SUNNING."

HOW THE PIRATES WERE IDENTIFIED.

The hearing of the case for the Crown against the twenty accused held on charges arising out of the pirating of the "Sunning" on November 15th, was continued before Mr. E. Lindell at the Central Magistracy yesterday afternoon.

Captain James Pringle, the master of the "Sunning," entered the witness-box for the third time and concluded his evidence-in-chief, being then cross-examined by Mr. d'Almada and Mr. Lo. Captain Pringle was in the box for 2½ hours yesterday, and altogether, including the Friday afternoon and Saturday morning hearings, has been in the witness-box for 5½ hours.

The same procedure with regard to the prisoners was adopted as previously. Spectators in the crowded Court included a number of Europeans, and there were two ladies in the centre of the Court. Mrs. Lindell and another lady occupied seats on the Bench.

Mr. H. K. Holmes (Crown Solicitor) appeared for the prosecution. Mr. G. A. Gordon Leach, of Messrs. Hall, Brutton & Co., was for the 19th accused—the Ningpo man; Mr. Leo d'Almada was for the second accused; while Mr. M. K. Lo appeared for the sixth accused and ten others.

Fighting the Flames.

Continuing his evidence, Captain Pringle went back to the time when the No. 2 boat left the ship with the Russian lady passenger and several officers.

At this time, said Captain Pringle, the s.s. *Kaiyo Maru* was standing by. When the officers were loading the boat in question the flames became so fierce that he (witness) slid down by a rope from the navigating bridge to the main deck. Witness asked the boatswain, if they had any "bad men" for a day, and the boatswain replied that there were five in the forecastle.

Witness then got the crew together and organised a chain of buckets. They were struggling with the fire until seven o'clock in the morning, but the flames broke out intermittently until four o'clock in the afternoon, and it was not until the *Sunning* reached Hong Kong that the fire was finally extinguished by the Hong Kong Fire Brigade.

At 7 a.m. on the 16th another Japanese boat came and stood by for a while. H.M.S. *Bluebell* and the s.s. *Kaiyo* (one of the China Navigation Company's steamers) also arrived about daylight. The sea was rough. The *Kaiyo* was signalled from the *Sunning* that a hand pump was required, and a boat from the *Kaiyo* arrived with it at eight o'clock. The Commanding Officer of the *Bluebell* was then asked to send an armed guard on board as there were some pirates to be arrested. The *Kaiyo's* boat left for the *Bluebell*, and a little later returned with an armed party.

Armed Party Arrives.

When the armed party came on board, the people for a day were mustered, the crew of the *Sunning* being placed on one side, and the passengers on the other side. Some of the pirates he (witness) recognised, but he did not know them all. While the passengers were being passed, one at a time, members of the crew whom he had with him (the No. 1 fireman, the No. 1 steward, the No. 1 carpenter and the boatswain) called out in the case of the pirates "bad man, bad man." Such men were placed in custody.

Later witness found the Chief Engineer, with the Lieutenant in charge of the armed party, on the poop deck carrying out an identification parade.

Captain Pringle then went on to relate that about 6.30 in the morning, prior to the arrival of the armed party, some members of the crew got a man and tied him up. Witness thought that the man tied up was either the seventh or eleventh accused.

Mr. Holmes: Can you say whether at any time the pirates had control of your ship?

Captain Pringle: They had control of the ship from 3.45 p.m. on the 15th until 4.30 a.m. on the 16th, when the last gang left in No. 8 boat.

Abortive Attempts to Tow.

Continuing, Captain Pringle said that the *Kaiyo* and the *Suiyang* (both belonging to the China Navigation Company) made abortive attempts to tow the *Sunning* to Hong Kong. Tow ropes were actually made fast, from the *Suiyang*, but the *Suiyang's* hawser broke. The *Sunning* was eventually towed into Hong Kong by the Taikoo tug, which arrived at 11 p.m. The *Suiyang* escorted the *Sunning* back to Hong Kong, where they arrived on the afternoon of the 17th.

The armed party from the *Bluebell* continued Captain Pringle, remained on board the *Sunning* until her arrival in Hong Kong, when the prisoners were handed over to the Police, who boarded the *Sunning* on her arrival at Taikoo.

The *Bluebell* had left about eleven o'clock or noon on the 16th to go in search of No. 8 boat.

Referring to the damage done to the ship, as shown by the photographs produced in Court, witness said that all the damage was caused by the pirates setting the vessel on fire.

Captain's Loss.

Mr. Holmes: Did you suffer any damage yourself?

Captain Pringle: I lost all my clothes and personal effects. My hands were also burned, partly through letting of crackers. I lost about \$2,500 worth of personal property, which I attribute to the pirates.

Mr. Holmes: You have already identified some of the accused in Court. Will you look along the line and tell the Court whether you know any of the others, and if you have anything to say about them say it.

Accused Identified.

Capt. Pringle then proceeded with the task of identifying the accused. Referring to the first accused, he said: "I cannot place him. No. 2, I recognise as one of the pirates on the ship. No. 3 I know quite well. He was one of those that came up to me in the Chart Room. He is the man who shoved his gun into my stomach. No. 4 was also among the first of the pirates up in the vicinity of the Chart Room. No. 5 I cannot remember. No. 6 I saw in the Chart Room. No. 7 had a gun and he was also among the first of the pirates I saw. No. 8 and No. 17 I am not sure of, but it was one of them that I saw smoking in No. 1 cabin when I went down for my dinner. No. 9 I saw on the boat deck, and I remember him because he escorted me to my lavatory and back to the bridge again. No. 10 I cannot remember. No. 11 was a very energetic man. He kept just a nice distance from anybody. You could not get near him, and he had a gun. He, in my opinion, has been on the game before. No. 12 was on the bridge, and at one time had a gun. No. 13 I recognise as being in the ship, and active with his confederates. No. 14 had a gun; No. 15 also. No. 16 was moving about the ship with the others, and had a gun. No. 18 I cannot remember. No. 19 is the *Sunning's* carpenter."

In answer to Mr. Holmes, Captain Pringle said that he did not see this man do anything which connected him with the piracy.

No. 20, said Captain Pringle, "is one of the two men who were knocked out on the bridge."

Captain Pringle added that all the men he had identified were acting in unison. Some he could connect with some particular incident, but others he could not, beyond stating they were members of the pirate party.

This concluded the evidence in chief of Captain Pringle, the time then being 3.40.

"Not Pirates, But Passengers."

The undefended accused were asked if they had any questions to put to Captain Pringle.

The thirteenth accused said he was not one of the pirates, but was one of the passengers.

His Worship informed the accused that this was a statement, which he would have an opportunity of making at a later stage of the proceedings.

The twentieth accused, the man with the bandaged head and bloodstained trousers, and one of the men who was stated to have been stunned by either the Second Officer or Chief Officer on the bridge when the attempt was made to recapture the vessel from the pirates, said he had a question to put and proceeded to state that he was driven up to the bridge by some of the pirates and was stunned by one of the pirates. He did not know what was happening.

Replying, Captain Pringle said he saw no signs of this accused being forced to the bridge unwillingly. This man was knocked out by either the Second Officer or the Chief Officer, witness believed the former officer.

The Indian Guards.

Mr. d'Almada put a number of questions to Captain Pringle regarding the observance of Piracy Regulations.

Replying to them, Captain Pringle said that under these Regulations there were four armed guards on board, two of whom were at all times to be on duty. This party of the Regulations was observed both from the time of leaving Shanghai and from Amoy.

Mr. d'Almada: So that these two armed guards at the time the pirates made the attempt on the ship must have been at their positions?

Captain Pringle: They should have been. Whether they were or not I cannot say.

Mr. d'Almada: Have you since ascertained whether they were on duty or not when the attack commenced?

His Worship: How can that be evidence. It can only be hearsay.

Mr. d'Almada: A great deal of what the witness has said has been hearsay.

His Worship: And I have not taken it down.

Captain Pringle said that he did not see what happened with regard to the Indian guards.

Mr. d'Almada: Have you made any inquiries since the attack about the Indian guards?

Captain Pringle: I have asked the Chief Officer, beyond that I have not made any inquiries. I have seen the Indian guards in the distance on the one or two occasions I have revisited the ship since she returned to Hong Kong.

Log Books Lost.

Mr. d'Almada: Have you since this incident written up the log book?

Captain Pringle: I don't write up the log book. The Chief Officer does that. All the log books, however, were lost.

Mr. d'Almada: I take it you were armed when you first saw these men peeping through the window?

Captain Pringle: I was not armed.

Mr. d'Almada: You should have been? Captain Pringle: The fact of the matter was that I had just got up at 3.30 p.m. and had a cup of tea.

Mr. d'Almada: When the attack started and the Second Officer called your attention to the fact that pirates were on board, how many faces did you see?

Captain Pringle: About three.

Mr. d'Almada: Can you place any of them?

Captain Pringle: Yes, No. 3 was one, and I think No. 7 or No. 11.

Mr. d'Almada: Not No. 2?

Captain Pringle: No.

Mr. d'Almada: How many passengers did you have from Amoy for Hong Kong?

Captain Pringle: About 99 Chinese passengers, and two saloon passengers.

Mr. d'Almada: Can you remember how many Chinese passengers you had from Shanghai for Hong Kong?

Captain Pringle: About 73 or 74. The Chinese crew numbered 110, and there were six European officers.

The Second Accused.

After considerable argument as to what questions Mr. d'Almada could put to witness, Mr. Holmes, at the request of his Worship, informed Mr. d'Almada that in the second of the two boats which left the *Sunning*, prior to the lowering of the boat with the officers and lady passenger, and which was picked up by the *Bluebell*, were seven people. These alleged pirates, said Mr. Holmes, were transferred from the *Bluebell* to the *Indictive* and brought back to Hong Kong.

Mr. d'Almada said his client was in that boat.

In reply to a further question by Mr. d'Almada, Captain Pringle said he could only say that the second accused (Mr. d'Almada's client) was on the ship. He did not see this man sufficiently to connect him with any particular incident.

Mr. d'Almada: He might have been a passenger?

Captain Pringle: I did not go aft. I cannot remember at the moment.

Mr. d'Almada: All the pirates might have been passengers?

His Worship: We will say that this man might have been a *bona fide* passenger.

After further questioning, Captain Pringle admitted that it was possible that the second accused was a *bona fide* passenger, and that he saw him on board in that capacity.

This concluded Mr. d'Almada's cross-examination.

"Five Pieces Bad Men."

Mr. Lo said that he did not propose to cross-examine witnesses at the Magistracy to any great length. He asked permission to reserve the right for further cross-examination at the Criminal Sessions. Mr. Lo said he proposed only to put such questions as might apply to a *prima facie* case.

Mr. Lo went on to recall Captain Pringle to the time when he asked the boatswain if there any pirates forward, at the time when he gave instructions to the boatswain to let go the anchor.

Captain Pringle, replying to questions, said that he called out to the boatswain "Have got any bad men?" and the boatswain replied "Have got five pieces in chain locker."

Replying to further questions by Mr. Lo, Captain Pringle said that he had identified certain of the accused, but he could not state whether they were arrested at the forward muster or the muster aft, of which the Chief Engineer was in charge.

Mr. Lo: When did you first identify the sixth accused (The Ningpo man) as one of the pirates?

Captain Pringle: I identified him on the ship, and remarked "This man did me a good turn." (This was the accused who is said to have passed the revolver which one of the pirates had shoved against Capt. Pringle's stomach).

In reply to a further question, Captain Pringle said that either the 7th or 11th accused was "beaten up" by members of the crew. He believed that No. 11 accused was arrested for a day.

Passengers Used as a Screen.

Mr. Lo said that some of the accused would say that a lot of people were driven to the bridge by the pirates during the fight, and that passengers were used as a screen by the pirates.

Mr. Holmes replied that there would be evidence tendered at a later stage of the proceedings to show that the pirates did actually use passengers as a screen while they were attacking the bridge.

In view of this reply, Mr. Lo refrained from questioning Captain Pringle on this point.

This concluded the cross-examination of Mr. Lo, and the Court rose, the defendants being remanded until 10.45 this morning, when Captain Pringle's evidence will be read over in their presence, and Mr. G. A. Gordon Leach will have an opportunity of questioning Captain Pringle. Further evidence will then be called for the Crown. To-day's hearing will occupy the morning from eleven o'clock until 1 p.m., and the hearing will be resumed again in the afternoon at 2.15.

EFFICIENT FIRST AID DISPLAY.

ST. JOHN'S SUCCESSFUL FIELD DAY.

INTER-SQUAD COMPETITION FOR HO FOOK CUP.

Some efficient first aid work was witnessed yesterday at the annual competition for the Ho Fook Cup by selected squads of the Railway Division of the St. John's Ambulance Brigade, on the Kowloon Football Club ground.

Three squads from the Railway Division were selected for this inter-squad competition, and the winning squad is to hold the trophy for one year.

Six tests of various drills, which included bandaging, and first aid treatment of serious illness and accidents were carried out by the competing squads.

The Tests were:

First: Treatment for arterial hemorrhage from the front of the head; fracture of vertebrae regions. In this test a patient had to be removed from the ground and carried to the stretcher with the minimum of pain.

Second: Treatment for arterial hemorrhage from the back of the head; simple fracture of right leg and compound fracture of tibia. The patient in this case had to be removed from under a wagon, and carried to the stretcher.

Third: Arterial hemorrhage from palm of right hand, compound fracture of left thigh and complicated fracture of ribs.

Fourth: Treatment for varicose veins on left leg and fracture at base of skull and other injuries. The patient had to be removed from the ground to a stretcher.

Fifth: Triangle bandaging. Competitors had to do some quick and skilful bandaging of the head, shoulder, elbow and hand, knees, hip and foot.

This test was particularly well carried out and the nimble fingers which manipulated the rolls of bandages showed long and careful training.

The sixth and final test was to render artificial respiration.

The whole programme was admirably carried out and the members of the squads proved very well trained men.

The judges were Mr. E. Ralphs, assistant Commissioner, Dr. W. B. A. Moore, District Surgeon, Mr. Lynch, R.A.M.C., and Dr. Newton, all of whom expressed themselves highly pleased with the efficiency of the competitors.

The possible points obtainable were 120. The results were:—

No. 2 Squad won the cup with 108 points. The members of this squad are: Long Yat Chiu, Li Wai Man, Fun Chi Fan, and S. de Loeberson.

No. 3 Squad came second with 100 points. The members are Lo Wai Yin, Lau Kau, Chan Pak Ling and Chan Yuk.

No. 1 Squad was third with 75 points. The members were Tsung Lai Sai, U Po Lo, Tsung Chung and Pak Chai.

Sunday's Field Day.

The field day held by the Hong Kong St. John's Ambulance Brigade on Sunday at Stanley, which was briefly referred to yesterday, proved very successful. There were squad drill, stretcher drill, collecting wounded and bandaging being gone through under the superintendence of officers. Field operations were also carried out, the peninsula offering more scope for this than Shek O the venue originally fixed.

In the absence through indisposition of Mr. E. Ralphs, the Assistant Commissioner, the day's operations were directed by Mr. A. Morris, the Corps Commissioner.

Among those who witnessed some of the operations were Mr. Ho Kwong (through whose generosity lunch was provided for the officers), Dr. Valentine, Dr. Moore, Mr. Sin, the officers of the Y.M.C.A. division, Mr. Ewart and Mr. Leung Sui Sang, of King's College, Staff Sergeant Gilmour and Sergeant Bridges, of the R.A.M.C.

The thanks of the Corps are due to those who lent cars and launches.

Next Sunday and the Sunday after, "Ralph's" Shield will be competed for by the Corps units at the Murray Barrack's Parade Ground commencing at 9.30 a.m.

INTREPID WORLD CYCLISTS.

OUT TO SEEK SPORT AND ADVENTURES.

The two world cyclists, mentioned in yesterday's issue, who arrived here by the *Atsuta Maru* on Saturday, will remain here until the end of the week.

The intrepid travellers are Julius Vilnius, of Riga, and Evangelist Molesas, a Greek. They left Riga on July 14th, 1925, to go around the world on cycles, and have passed through Latvia, Lithuania, Germany, Belgium, France, Switzerland, Italy, Austria, Hungary, Yugoslavia, Greece, Turkey, Syria, Palestine, Egypt, India, Abyssinia, Burma, Siam, French Indo-China, China and Korea.

Between them they speak Latvian, Greek, English, French, Russian, German and Italian and have had many adventures during their sixteen months' travelling.

The motive behind this tour round the world is a simple one—just the love of sport and adventure, but they are also out to get experience for their work as journalists. They will leave for Manila and make their way to Australia.

Their expenses for the journey are raised by the sale of folders giving details of themselves and their travels. They expect to complete their tour before the end of 1928.

NEW ADVERTISEMENTS.

MRS. SEMA BELILIOS,
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ALL Persons having Claims against the Estate of the above named Deceased are requested to send them to the Underigned as soon as possible.

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In view of the difficult business conditions which have prevailed in the Colony for some time past, the General Managers and Consulting Committee, in the interests of the shareholders generally, have from time to time postponed the date for the payment of the final call upon the new shares.

In the meantime various shareholders have paid the call.

The General Managers propose to pay to these shareholders interest at 7% per annum on the amount so paid until the date when the call finally falls due. After that date these shares will carry dividend, but not until then.

Shareholders are reminded that the Company can only recognize those persons who are entered in its Register, and payment of interest will be made accordingly.

If a sale of the shares takes place after the payment of the call has been made by the seller, and the buyer registers his transfer, interest will be apportioned between the buyer and the seller, unless the seller requests that it be all paid to the buyer.

SHEWAN, TOMES & Co.,
General Managers.

Hong Kong, 6th December, 1926. [4284]

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PAUL LAUDER,
General Manager.

Hong Kong, 22nd November, 1926. [4213]

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ANNOUNCES A FREE LECTURE ON CHRISTIAN SCIENCE BY MR. JOHN RANDALL DUNN, O.S.B., of Boston, Massachusetts, U.S.A. Member of the Board of Lecturers of The Mother Church, The First Church of Christ, Scientist, Boston, Massachusetts, U.S.A.

IN THE THEATRE ROYAL HONG KONG.

TUESDAY, DECEMBER 7th, 1926.

At 5.45 P.M.

The Public is Cordially Invited to Attend. [4208]

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MR. H. SCHMIDT, having left CHINA, his Authority to sign our Firm For Procurement has CEASED. SIEMSEN & Co.,
Hong Kong, 1st December, 1926. [4250]

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TWO LET—STOWFORD No. 1, 46, BONHAM ROAD, Three Stories, Six Rooms, Five Bath Rooms, Kitchen, Servants' Quarters, recently repaired and renovated. Apply DEACONS, PRINCE'S BUILDING. [213]

INTIMATIONS.

NOTICE.

THE Government of the Straits Settlements is prepared to consider Applications for the issue of a Lease of a piece of Crown Land on PANGSE HILL for the purpose of erecting a HOTEL.

The Site has been levelled and is about 14,000 sq. ft. in area. It is situated about 350 yards from the Top Station of the Penang Hill Railway at a height of about 1,400 feet above sea level.

The Lease will be for a Term of 99 years and the Rent will be \$100 per annum.

It will be a condition of the Lease that the Lessee agrees to erect a Hotel within a Period of Three Years in accordance with Plans which have already been approved by the Government of the Straits Settlements and that failure to observe this condition will entitle the Government to re-enter and resume possession of the Land.

The Lessee will also be required to enter into a Bond in the sum of \$18,000 for the observance of the above condition.

The approved Plans provide for the following accommodation—

BASEMENT FLOOR—

Reception Hall with Passenger Lift and Stairs.

Hotel Office, Post, Telegraph and Telephone Offices with Private Exchange.

Hair Dressing Saloon.

Luggage Room.

Drying Room for Mattresses, etc.

Linen Room.

Wine Store.

Boys' Quarters and Duty Room with Lavatories.

Amah and Ayah Quarters and Duty Room with Lavatories.

Kitchen Store.

Manager's Quarters (2 Rooms with Bath, etc.).

GROUND FLOOR—

Large Lounge.

Gentlemen's Reading Room.

Ladies' Retiring Room.

Billiard Room, Two Tables and Bar.

Children's Playing Room.

Large Kitchen.

Ten Bedrooms with Private Verandahs, Baths and Lavatories.

Four Suites with Bedroom and Sitting Room and Private Verandahs.

Roof Garden Suitable for Dancing.

Ample Lavatory accommodation on the Sewerage System also Hot and Cold Water—Private Telephone to every Bedroom and Electric Lights throughout.

Applications in sealed Covers and marked on the outside "PENANG HILL HOTEL" will be received at the RESIDENT COUNCILLOR'S OFFICE at PENANG up to MAY 31st, 1927.

Plans can be seen and further Information obtained at the Office of W. CAMPBELL OMAN, F.R.I.B.A., 19-20, RAFFLES PLACE, SINGAPORE.

The Government of the Straits Settlements does not bind itself to accept any application.

B. SCOTT,
Resident Councillor,
PENANG. [4361]

TO LET.

NO. 4A, DUDELL STREET.

Apply to—

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TO LET—EUROPEAN HOUSES, Nos. 53 and 55, KIMWEE ROAD, and 1 and 2, BRADWOOD ROAD with all conveniences.

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NEAR MAY HOLD STATION, TWO FLATS in the New Building, with all modern conveniences. Apply A. V. APGAR & Co., Ltd., 1, DES VERTS ROAD CENTRAL. [4172]

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SAILING ON 31st DECEMBER, 1926.

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SPORTING.

GUNS by W. W. GREENER WEBLEY and SCOTT, and Other Makers—British, French and American.

B.S.A. Air Rifles, and Miniature Rifles, in Calibre, Repeating and Automatic.

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HONGKONG SPORTING ARMS AND AMMUNITION STORE,

8, BRADWOOD ROAD.

INTIMATIONS.

Fine PORTS

	DUTY PAID	Per Case	Per Bot
Invalid ...	\$42.00	\$3.70	
Douro ...	41.60	3.60	
Old Tawny ...	43.00	3.80	
Estrella ...	49.00	4.25	
Very Old Tawny	64.00	5.50	
Oldest & Finest	66.00	5.75	

Fine SHERRIES

	DUTY PAID	Per Case	Per Bot
Light Dry ...	\$35.50	\$3.00	
Solera ...	37.00	3.10	
Very Pale Dry ...	40.00	3.40	
Pale Dry Nutty ...	44.00	3.75	
Fine Old Brown ...	47.50	4.00	
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Xeres de la Frontera
and Oporto.

A. S. WATSON

& CO., LTD.

Wine and Spirit Merchants.

[50]

BIRTHS.

HARDMAN.—On December 1st, at 657, Avenue Foch, Shanghai, to Mr. and Mrs. E. F. HARDMAN, a daughter (still born).

MADHRA.—On November 17th, at the Victoria Nursing Home, Shanghai, to Mr. and Mrs. J. MADHRA, a son.

SKINNER.—On December 1st, at the County Hospital, Shanghai, to MARY (née MACFARLANE), wife of R. W. SKINNER, a son.

Hong Kong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONG KONG, DECEMBER 7TH, 1926.

THE MOSCOW ROAD.

CHINA's leaders at the present time, especially those who command the South, have become identified with the policy of their Russian friends. How far they are merely exploiting their Bolshevik advisers and coadjutors and how far they are being exploited by the same people, it is hard to say. Possibly the present working arrangement by which one provides the funds and the other party the hate, is mutually satisfactory. The problem, however, which interests the on-looker is how far can the Chinese proceed along the Moscow road. The present movement is obviously artificially created, is not genuinely felt, and would pass quickly into oblivion; if the imported gold and propaganda came to an end. At least that would seem to be the obvious deduction from a study of the Red movement in Russia itself. To create that Bolshevik feeling of ruthlessness, that determination to destroy the capitalistic and oppressive class, it is necessary that the country should have undergone a long period of oppression and suffering such as was experienced under the Tsarist regime, with its intolerable taxation, its feudal obligations, its secret police, its rigid suppression of all legitimate desire for social or political improvement.

But there is no parallel for this state of things in China. Were there ever any feudal lords in China in its small towns

and villages, exacting tribute in service or in money, possessing almost unlimited power, the power of life and death over the inhabitants? It might be argued that there were the mandarins, but apart from the fact that the people knew full well how to curb their power, these officials were not a hereditary class, enjoying privileges and honour without earning them. They were officials selected on the most democratic basis in the world. They held positions to which the humblest individual, who possessed the necessary mental ability, could aspire, and to which poor villagers often did attain.

It would seem, therefore, that the first essential of a violent revolution is absent in China, that is to say if the past history of the French Revolution and the Russian Revolution are guides to present judgments. The charge against the Manchus was not that they were oppressive, but that they were effete. In any case they were too remote to exercise any potent influence on the general body of the public, who if they thought of the Emperor at all thought of him as the Son of Heaven. It was because there was not this profound national sense of grievance, this universal sense of cruel injustice such as obtained in Russia or France, that the revolution in China was such a half-hearted affair. It lacked unanimity and purpose, it had no reconstructive driving force, because there was no deep sense of wrong. This feeling, however, is now being created, not by Manchu misrule, but by the greater misrule of the militarists, who have succeeded them and are competing for the positions of authority.

It must be noted that whatever outbreaks there are in China of a Bolshevik nature are to be found in the cities—in Canton, Swatow, Hankow and other places. Here it has been possible to focus attention on wrongs, so-called, inflicted by the foreigner, but these towns do not represent China. What reception would China's real population, the peasantry, give to Bolshevik proposals? We know that in Russia itself the peasants will have none of the communists' ideals. True, they accepted the benefit of the revolution, namely the elimination of feudal lords, and took over the land, but when the soldiery went to demand the surplus produce for their fellow men in the towns, the surplus dwindled to nothing, and so the peasants now keep what they produce or sell it, and can even rent their lands. On no other principle could the peasants be induced to labour. The Chinese have no need to get rid of their feudal lords, because such persons do not exist, and as they live together, largely in families or clans, whatever duties and financial obligations they incur must, to a large extent, be between relatives. This would seem to be very thin soil in which to sow the seed of revolution.

The Chinese sense of injustice has not been directed against his fellow men, for his immediate neighbours are his relations, not against his rulers, for he has never been really oppressed, but against nature—against floods, pestilence and famine. That, however, is another story.

To-morrow, according to the old Chinese calendar, is the day of Great Snow (Ta-hsueh).

During the 24 hours ended December 3rd one Chinese case of enteric fever was reported.

A masked fancy dress ball in aid of the M.C.L. Funds is being held at the Peak Club to-morrow evening, beginning at 8.15.

Amongst the passengers who left by the *Atsuta Maru* on Sunday were Sir Gerald and Lady Lennox Congyngham and daughter.

A Chinese succumbed at the Government Civil Hospital on Sunday to injuries sustained earlier in the day by being knocked down by a motor-car.

Col. Chang Pah Chi, commander of the railway guards for the Allied Army, has tendered his resignation and gone to Shanghai. His resignation has been accepted.

The Dempsey-Tunney fight for the world's heavyweight championship is now being shown at the Embassy Theatre, Shanghai, and is described as the greatest sporting film ever produced.

Commander D. Rossi, Italian Minister to Peking, and formerly Consul-General in Shanghai, has arrived in Shanghai on a short visit.

Japanese residents of Shanghai are at present agitating for greater representation on the Shanghai Municipal Council. The Japanese Amalgamated Association of Street Unions is leading the movement.

The Hong Kong Male Voice Choir, who recently held a successful concert at the Wesleyan Sailors' and Soldiers' Home, are giving another concert this evening, at the Union Church Lecture Hall. It begins at 8 o'clock.

A Chinese constable while charging a woman, at the Central Magistracy yesterday, with soliciting in Hollywood Road, complained that he was accosted by the woman, who used the offensive term "baby hukong." Mr. Lindsell dismissed the charge.

The final dress rehearsal of "The Pirates of Penzance," which is to be presented by the Hong Kong Philharmonic Society at the Theatre Royal on Friday evening, and during the following week, will take place to-morrow evening at the Theatre at 8.30.

Double probate of the will and two codicils thereto annexed of Sir Catchick Paul Chater, Kt., deceased, has been granted to Mr. Reginald Frederick Mattingly, of Messrs. Deacons firm. Original probate was granted to William Edward Leonard Shenton of the same firm.

Among the passengers departing by the Admiral Oriental liner *a.s. President Jackson* yesterday for Seattle and ports were Mr. R. R. Hancock, Mr. and Mrs. W. R. Movel, Mrs. C. P. Dawson, Mr. R. C. Williams, Commander Davis, Mr. and Mrs. Charles Hugo and Mr. J. F. Forbes.

Sir Jehangir Kothari, O.B.E., has arrived in Hong Kong on his seventh trip around the world. He is a member of a leading Zoroastrian family in Sind, and many public institutions in India, England and elsewhere have benefited from his wealth and philanthropic interests.

Sentence of three months' hard labour was inflicted by Mr. R. E. Lindsell yesterday on a Chinese charged with the theft of six bales of leather, valued at \$1,500, from a godown at Belcher's Street. Inspector F. Grant said the stuff had been disposed of in Macao whither it was sent after the robbery.

At the Kowloon Magistracy yesterday the four men arrested in connection with the recent fight between robbers and police near Gin Drinkers' Bay were remanded for a week. It is believed that one of the men recently figured in a murder trial here, but was discharged owing to insufficient evidence.

The Director of the Woosung and Shanghai Commercial Area proposes to issue \$50,000 worth of Debenture Bonds to cover expenses for the construction of a bridge across the Soochow Creek in Jessfield Road, Shanghai. The taxes collected in the western suburbs of Shanghai will be offered as security.

The Kowloon Cricket Club have arranged to hold another dance, which will take place at Messrs. Lane, Crawford's Restaurant on Friday evening, and which has just been engaged by this establishment, will be in attendance. Admission to the dance is by tickets, which may be obtained at the Club House.

Another dance is to be given by H.M.S. *Corvette* at the Royal Engineers' Theatre, Wellington Barracks, this evening, commencing at 8.30 p.m. Ladies are cordially invited, and the price of admission for gentlemen will be \$1. Refreshments will be provided and the dance music will, as on the last occasion, be supplied by the "Metro-Gnomes" Dance Band.

A free lecture on Christian Science, under the auspices of the First Church of Christ Scientist, Hong Kong, is to be given this evening, at 8.45, by Mr. John Randall Dunn, O.S.B., a member of the Board of Lecturers of the Mother Church, The First Church of Christ Scientist, Boston, Massachusetts, U.S.A. The lecture will be delivered in the Old Chamber of Commerce Room, City Hall.

The Rev. and Mrs. G. E. Arrowsmith left for Home via America by the Admiral Oriental liner *a.s. President Jackson* yesterday evening, together with their two children. Many members of St. Andrew's Church, Kowloon, of which the Rev. G. Arrowsmith has been Assistant Clergyman for the past three years, were present to bid Mr. and Mrs. Arrowsmith farewell, including the Vicar (the Rev. G. R. Lindsay) and Mrs. Lindsay, and other friends.

What should prove an interesting subject will be dealt with at the Institution of Engineers and Shipbuilders of Hong Kong to-morrow evening at 8.45, when Mr. Frank D. Van Horn, late Superintendent of Highways, of New York City, will read a paper on "Road Construction." The paper should be all the more interesting as it will deal with road construction as provided in the States, and will afford an excellent comparison between the method of road construction there, and as we know it at Home and here.

The formal opening of the fourth annual exhibition of Chinese national products took place on December 1st.

The annual ball of the Hong Kong Police Force is to be held on Thursday, December 23rd, at the City Hall, commencing at 8 p.m.

Charged with cutting four young saplings from the hill-side, a Chinese was fined \$20 or fourteen days hard labour by Mr. R. E. Lindsell at the Central Magistracy yesterday morning.

At Kowloon on Sunday, a Chinese was injured by being run into by a push-bicycle ridden by A. B. Hawkes, from H.M.S. *Iroquois*. The mishap occurred in Jordan Road, the victim being so injured that he has taken to the Kwong Wah Hospital. At Shaikwan, a Chinese boy was also knocked down by a push-bicycle ridden by a sailor from H.M.S. *Hermes*. The boy was removed to the Government Civil Hospital.

The case of the Hong Kong and Shanghai Banking Corporation v. Samuel Rakusen came before Judge Grain in H.M. Supreme Court, Shanghai, recently. It was a claim for money due from the defendant on a judgment recovered by the plaintiffs in an action in the King's Bench Division of the High Court of Justice for \$11,341 and \$11 costs, together with \$2,166 as interest, making a total of \$15,408. The case was adjourned till December 15th.

Before Major C. Willson, sitting as Coroner, and a jury, at the Central Magistracy yesterday, an enquiry was made into the death of a Chinese woman, aged 45, who was knocked down by a motor-cycle on November 21st at the junction of Peel Street and Caine Road. The woman was taken to the Government Civil Hospital where she died three days later from concussion. Mr. P. C. Reynolds, the motor-cyclist in question gave evidence and having heard other witnesses, the jury returned a verdict of accidental death and exonerated Mr. Reynolds of all blame.

The Dockyard Ladies' Club held a successful whist drive and dance at the Seamen's Institute on Saturday evening. The Classic Quartette, under the conductorship of Mr. Jacobsen, rendered the music. Mesdames Daniels, Ponsford, Gains and Hughes worked hard throughout the evening, and its success was largely due to their organising abilities. In the absence of Mrs. Stirling, through indisposition, the prizes were presented by Messrs. Daniels. Mrs. Stirling, who was the recipient on behalf of Mrs. Stirling of a beautiful silver mounted blackwood tray, suitably inscribed, as a memento on the occasion of Mrs. Stirling's impending departure for Home.

Of late years the Colony has lacked that usual feature of the Yuletide season, a pantomime. About the middle of January, however, we shall see "Little Red Riding Hood," which is now being rehearsed by Mrs. Cumming and her band of young Mimers. The pantomime, as it will be presented in Hong Kong, will appeal to both adults and juveniles. There will be plenty of local allusions in the burlesque and comedy side of the performance. The juvenile cast has been considerably strengthened by the inclusion of a number of adults. The young performers are being trained in the many dance numbers, which will be interspersed with the comedy and songs for which the adult members of the cast will be responsible. The profits from the performance will be handed over to Dr. Barnardo's Homes for Waifs and Strays.

MACAO'S NEW GOVERNOR.

Senhor Tagmanini da Barbosa, the new Governor of Macao, is due here this morning, en route to take up his post. On his arrival he will be met by Capt. C. H. Steele, A.D.C. to H.E. the Governor of Hongkong, who will convey His Excellency's greetings.

Senhor Tagmanini da Barbosa will proceed to Macao later in the day by the Portuguese gunboat *Patric*. His Excellency was born in Macao, and held the Governorship previously in 1918.

SHANGHAI POLICE SERGEANT'S MYSTERIOUS DEATH.

We regret to report the death of Sergeant Charles Schooler, attached to Wayside Police Station, who came to his death last night in circumstances at present somewhat mysterious, says the *Shanghai Mercury* of the 28th ulto. Deceased had just returned to Shanghai from Home leave by the P. & O. *a.s. Khiva* on November 28th. Whether he had been revisiting the ship yesterday or not, is uncertain at the moment. He was making use of a sampan at any rate and was brought ashore by such a hand and handed over to the care of a Sikh policeman on duty near Wetmore Road Jetty, and taken to the Wayside Police Station. Upon arrival it was found that he was dead, and his clothes wringing wet, suggesting that Schooler had been in the river. This is all the more mysterious as deceased was a man of temperate habits.

A preliminary inquiry was held at the Public Mortuary by Mr. G. W. King, O.B.E., H.B.M.'s Coroner, when the body was viewed and identified. An autopsy was ordered, deceased being known to have a weak heart. The inquiry was to be continued on December 6th. Sergeant Schooler joined the S.M.P. in 1914. He was about 35 years of age, and married, though his wife is at present in England.

THE STRUGGLE IN THE NORTH.

CHANG TSO LIN'S TROOPS ABOUT TO MOVE.

"THE SOVIET MASSING TROOPS."

[THROUGH REUTER'S SERVICE.]

PEKING, December 5th.

Fengtien military circles state that it is now definitely decided to send strong forces down the Peking-Hankow Railway against the Reds. Some Divisions will leave on December 8th.

A message from Mukden says the reason for the somewhat vacillating policy as regards the despatch of armies to the South has been due to Soviet threats and rumours, the Soviet massing troops north of the Manchurian border in order to hinder Marshal Chang Tso Lin bringing his full forces to bear against the Reds along the Yangtze.

THE "CHRISTIAN GENERAL" INVADING SINKIANG.

CO-OPERATING WITH BOLSHEVISTS.

PEKING, December 6th.

Chinese reports state that General Feng Yu Hsiang's soldiers with Bolshevik aid is invading Sinkiang. It is generally considered that a true view is the fact that Sinkiang borders on Russia and from hence Soviet arms and supplies are easily sent to General Feng whilst the South-Western frontier of Sinkiang is in India and hence the Bolshevikisation of Sinkiang would mean a distinct menace to India.

WHAT THE "MANCHESTER GUARDIAN" ADVOCATES.

LONDON, December 6th.

"A stage has been reached when neutrality, which consists in evading plain facts, constitutes a practical embarrassment and a grave political danger." This is the opinion of the *Manchester Guardian*, in advocating British recognition of the Cantonese Government which, it says, has not advanced claims which we cannot admit or at least discuss; adding that we should have nothing to do with Cantonese political ideas; but what concerns us is that over that portion of China where our interests are most deeply involved we can now treat with an authority capable of speaking and acting for a great part of the Chinese people.

[BRITISH WIRELESS SERVICE.]

Situation Easier at Hankow.

RUSSY, December 6th.

Hankow, 'telegrams state that the Labour situation is easier. The general strike anticipated during the week-end did not take place and a considerable number of local strikes have been settled. Instructions issued by Chinese authorities are said to have had a tranquillising effect on the unions.

THE DISORDERED NORTH.

OPPRESSION AT CHANGTSEH.

TROUBLE WITH KUOMINCHUN TROOPS.

A report dated November 22nd from Changtseh states that the nationalists are perfecting their control of this part of Hunan. Notwithstanding the denials of the leaders of the anti-northern army, the indications are that the Reds are running things.

This city and others around is being plentifully plastered with posters of the 'Bent Down' variety. Everything is to be overthrown that is not of the Kuomintang. Among the latest posters are those declaring that the true friend is Russia, and that they are in alliance with the Soviets. Of course, it means that Russian troubles are at work.

Labour is coerced into giving up all previous organization and being all taken over under the one management. Penalties and boycott are used to intimidate the workers. Even the servants in foreign employ are not overlooked and any who fail to join up are to be driven out of the city.

At the American Presbyterian hospital outrageous demands and false charges were made, and the hospital was forced to close down and turn all its patients out.

The merchants, already badly squeezed, are out on strike against the oppressive demands of two of the Communist leaders, Chu and Ho. Stores are closed and parades are being held.

The river between Changtseh and Shenchow is infested with robbers and boats can only travel in fleets of from one to ten hundred, and have to pay \$40 a boat for convoy.

What between the robbers and the multiplying Likin stations trade is hampered on all sides.

(Continued on next column).

SWATOW AND FOOCHEW.

AMERICAN FIRMS AND THEIR EMPLOYEES.

STUDENTS CONTROL FOOCHEW.

[THROUGH REUTER'S AGENCY.]

PEKING, December 6th.

A foreign telegram from Swatow states that the employees of all the local American firms have either struck or are threatening to strike.

News from Foochow states that the actual Government of the City is now in the hands of students, who seized Foochow after the rioting on the night of the 3rd instant and the morning of the 4th, during which the rioters broke into the premises of British and Japanese, presumably searching for members of the late Government.

The State of Affairs at Foochow.

FOOCHEW, December 6th.

Cantonese troops have not entered Foochow, but the Kuomintang flag is hoisted and certain Kuomintang officials have been appointed. Northern troops are in retreat from the city, which is held by General Li Tseng Chun, commander of local troops, who is in sympathy with the Kuomintang and by the Navy. No anti-foreign acts have been reported and no danger is apprehended.

CHINA MERCHANTS' S.N. CO.

SUSPEND BUSINESS.

TWELVE OF THEIR VESSELS COMMANDEERED.

SHANGHAI, December 6th.

The China Merchants temporarily suspended business owing to the seizure of vessels by Sun Chuan Fang and the Southern Labour Unions. Of twenty-eight vessels, 7 are being held in the Yangtze, 3 in Canton and 2 in Swatow, respectively.

MEXICO'S NEW LAWS.

TERMS SUGGESTED BY THE BRITISH OIL COMPANIES.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, December 6th.

It is learned that representatives of the British Oil Companies have expressed their willingness to accept the new Petroleum Laws if the Mexican Government will agree to the following terms:—

The unrestricted acceptance of British titles of ownership acquired before 1917; a reduction in the cash deposit demanded as a guarantee for drilling works in lands whose titles are not in proper shape; a reduction of 5 per cent. on the royalty demanded from oil production lands acquired before 1917, and, finally, tolerance towards applying the Labour Law regarding the percentage of the foreign employees allowed to companies.

Military Activity in Shansi.

A message from Taiyuanfu, dated November 23rd states that during the past few days reports have been circulating of an outbreak of fighting in the north of the Province, apparently between the Shansi troops and the Kuomintang. If rumour is correct, the Brigades of Kuomintang troops which surrendered to the Shansi army last summer, have revolted. The Suiyuan Tutung is said to be in office, but not in power up there.

It is obvious that there is something going on, because of the movements of troops and transport that are to be seen taking place. It is also probable, that these fresh hostilities have not been in the plans of the Shansi army, since the surplus ammunition, that was left over from last summer's campaign, was brought south of the Yen Men Kwan some time ago.

The Delegates from Marshal Chang Tso Lin, who have just left Taiyuanfu, after trying to ascertain General Yen Shi Shan's attitude in the present situation, invited him to attend a Conference at Tientsin or Peking. However, General Yen did not feel able to leave at present.

Catholic Mission in Trouble.

Hitherto, the Catholic Mission in Taiyuanfu has been free from the effect of anti-Christian movement; but at last they also have been involved, and there has been trouble in their Middle School. It is said that the students asked for a course on citizenship, and that the principal did not see his way to make this addition. It is also reported that the students asked for the dismissal of a member of the School staff, which was not granted.

Shansi is feeling the effects of the disorganisation of the northern railways. It is difficult to get freight from the coast, and equally difficult to send goods out. Mails are very irregular, and sometimes Tientsin newspapers take as long as five or six days in reaching us.

BRITISH SHIP-BUILDING INDUSTRY.

REVIVAL IN FULL SWING.

SHIPYARDS BUSY AGAIN.

[BRITISH WIRELESS SERVICE.]

RUSSY, December 6th.

The launching this morning of the *Arctona*, the fourth of the new Blue Star fleet, of five 14,000-ton luxury liners for the South American service, marks an important contribution to the ship-building revival. The fifth vessel of the fleet, the *Arandora*, is due for launching at Birkenhead early in January.

Nearly 140,000 tons of British ships of importance which have left the stocks this year represents only a small proportion of the actual tonnage from British yards.

One Clyde firm alone has had an output of about 257,000 tons. Work at shipyards has been hampered owing to the coal strike, but work on new ships which is the most satisfactory feature of the increased shipyard activity is now proceeding unhindered. Contracts placed last week include nine large tankers for the British Tanker Co., two for the Anglo-American Oil Company and two for the Standard Oil Company. Orders for a steamer 435 feet in length for British owners have been placed at Dundee, and at Hebburn the yard's work will proceed immediately on two 8,500 tons vessels, while Messrs. Swan, Hunter propose to re-open their Wear Yards for the building of three steamers for the Canadian Lakes.

SINO-BELGIAN TREATY.

M. VANDERVELDE INTERVIEWED ON THE DISPUTE.

[THROUGH REUTER'S AGENCY.]

BRUSSELS, December 6th.

Interviewed at Geneva on the subject of China's attitude in connection with the Sino-Belgian Treaty dispute, M. Vandervelde, the Belgian Foreign Secretary, expressed the opinion that it would be advisable not to embitter the present trouble by polemics in the Press. He added that the Chinese delegate apparently wished to bring the question of the Treaty before the League Council. M. Vandervelde said he would, therefore, reserve his reply till then.

TACNA ARICA DISPUTE.

THE ARGENTINE RECEIVES U.S.A.'S PROPOSAL UNFAVOURABLY.

[REUTER'S AMERICAN SERVICE.]

BUENOS AIRES, December 6th.

An unfavourable reception has been accorded to Mr. Kellogg's proposal with regard to the Tacna Arica dispute, as cabled on July 10th.

La Nacion emphasises the fact that the United States have considerable interests in Bolivia.

In Washington it is officially announced that Chile has accepted Mr. Kellogg's proposal regarding Tacna Arica, in principle.

[Following is the telegram alluded to: New York, July 10th.—It is reported from Santiago that negotiations are proceeding with Bolivia providing for handing over Tacna Arica to Bolivia with compensation to Peru and Chile by Bolivia.]

U.S. SHIPPING BOARD.

STILL LOSING HEAVILY.

WASHINGTON, December 5th.

The annual report of the United States Shipping Board shows that 350 vessels of 1,671,000 deadweight tons were disposed of during the fiscal year ended June 4th. The fleet of Government-owned ships on July 1st consisted of 881 vessels of a total tonnage of 6,676,000 tons. Operating losses had fallen from \$300,000,000 in 1925 to \$20,000,000 in the past year.

[BRITISH WIRELESS SERVICE.]

TO ABOLISH VISAS.

GERMAN GOVERNMENT'S PROPOSAL.

RUSSY, December 5th.

The Foreign Office has circulated the Government Departments concerned, asking for their views on the proposal by the German Government, for the abolition of visas between Great Britain and Germany.

As soon as the replies are received a decision will be come to and communicated to the German Government.

BRITISH PARLIAMENT.

VOTE OF CENSURE TO-MORROW.

INTERESTING DEBATE ANTICIPATED.

[BRITISH WIRELESS SERVICE.]

RUSSY, December 6th.

The coal dispute will be debated for the last time in the House of Commons on Wednesday when a vote of censure on the Government will be moved by Mr. Ramsay MacDonald, the leader of the Labour Party.

The motion, which also demands the nationalisation and the reorganisation of the mining industry, will, it is expected, be resisted by the Liberal Party and an amendment has already been tabled by some Conservatives deprecating a discussion which is calculated to keep alive the animosities created during the stoppage.

This debate promises to be the most interesting feature of the current week in Parliament which will probably be prorogued on Thursday week.

The new session will not open until about the second week in February.

THE ANGLO-GERMAN TRADE CONFERENCE.

MUTUAL SATISFACTION.

RUSSY, December 6th.

Representatives of the British and German Federations of Industries finished their discussion in London yesterday. Satisfaction was expressed on both sides that some of the technical barriers to trade, such as the double taxation of industries, and subsidies, had, as a result been more clearly understood, and it was decided that the discussions should be continued in Germany in the early Spring.

It is pointed out that this meeting is distinct from the Conference recently held at Rome, between British and German Industrialists. The Rome conference was concerned with the exploration of avenues for the expansion of trade, whereas the present meeting has had for its object the elimination of barriers to trade.

THE IMPERIAL CHEMICAL INDUSTRIES.

FURTHER DETAILS.

RUSSY, December 6th.

By the registration yesterday of the Imperial Chemical Industries there was formally completed the formation of a Company with the biggest initial capital of any business ever registered in this country.

The Company, which, among other objects is acquiring shares in the Brunner Mond & Co., Nobel Industries, the United Alkali and British Dyestuffs Corporation, has an authorised capital of \$65,000,000 and if all the shareholders of the merging companies exchange their shares for those of the new company, the issued capital will total nearly \$37,000,000.

The formation of this huge concern means that the national exchequer will benefit to the extent of over \$1,500,000 by way of stamp duties on property transfer and other duties and fees.

[THROUGH REUTER'S AGENCY.]

LEAGUE OF NATIONS.

SEVEN FOREIGN MINISTERS TO MEET.

IMPORTANT COUNCIL MEETING.

GENEVA, December 6th.

No fewer than seven Foreign Ministers are attending the League Council meeting which is opening next week; namely, Britain, France, Germany, Belgium, Holland, Poland and Czechoslovakia. The meeting will provide opportunity for private consultations from which important results are expected, although the Council itself has a nowise unimportant agenda, including the security of arbitration, the reduction of armaments, the forthcoming economic conference, and the report of the Mandates Commission and the latter's notorious questionnaire to the mandatories.

The private conversations will doubtless deal with the recent Italo-Albanian Treaty of Friendship, which is perturbing Jugo-Slav circles, where the arrangement is regarded as a veiled protectorate.

OBITUARY.

M. CLAUDE MONET.

LONDON, December 6th.

A message from Vernon, France, announced the death of the well-known painter M. Claude Monet, at the age of 84. [Claude Monet, the celebrated French painter, was born in Paris in 1840, but spent his early days at Havre, where he became acquainted with Eugene Boudin, one of the precursors of Impressionism, who became his first teacher. As early as 1856 Monet exhibited some pictures at Rouen.]

MR. LLOYD GEORGE'S BRADFORD SPEECH.

SEVERELY CRITICISED BY THE HOME PAPERS.

[THROUGH REUTER'S AGENCY.]

LONDON, December 6th.

The papers severely criticise Mr. Lloyd George's speech delivered at Bradford.

The *Morning Post* says the ex-Premier is "merely trying to discredit the Conservative Government and pander to the Socialists." To other interests he is constitutionally indifferent.

The *Daily Telegraph* alludes to his "baseless and ludicrous presentation of the case."

The Liberal organ, the *Daily News*, points out that however anxiously the British may want a peaceable revolution in Sino-British relationships, Mr. Lloyd George would be the last to expect a government to remain inactive before a threat of organised massacre.

THE DAWES PLAN.

GERMAN'S LOYALLY MEETING THEIR OBLIGATIONS.

SCHEME WORKING SUCCESSFULLY.

BERLIN, December 5th.

That the Dawes plan is successfully standing the test of time is revealed in the annual report of the Agent General of Reparations, which states that the course of events has probably exceeded the experts' anticipations and pointing out that foreign loans and other funds steadily flowed into Germany to point sometimes surpassing the capacity of the country to make advantageous use thereof. The report alludes to the serious business crisis at the end of the first annuity year, when many enterprises failed to the great cost of individuals but to the undoubted benefit of the whole country, since industry and commerce had thereby been freed of encumbrances and complexities and were now better able to take advantage of favouring developments. The report pays tribute to the spirit of friendly accommodation which marked the administration of the scheme; Germany had loyally and punctually met her obligations, and been effected regularly and without difficulty.

[BRITISH WIRELESS SERVICE.]

Another Report.

RUSSY, December 6th.

The report of the Agent-General for Reparations payments for the second year's working of the Dawes plan, ended August 31st, states that Germany has loyally discharged her full obligations during the year, and, by agreement between the German Government and the Reparation Commission the troublesome question of supplementary contributions has been settled in a way that greatly contributes to the smooth working of the plan. The second annuity year called for payment by Germany of a total annuity of 1,220,000,000 gold marks or slightly less than one half of the full standard annuity.

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FIRE AT EARL BEATTY'S RESIDENCE.

ADMIRAL DIRECTS FIRE FIGHTERS.

RUSSY, December 6th.

From the roof of his Surrey mansion, Admiral Earl Beatty directed the operations of the firemen during a fire which broke out in the servants' quarters of the house yesterday. The mansion contains a valuable Holbein tapestry and ceiling by Verrio and many other art treasures, but they escaped damage, which, as a result of Earl Beatty's directions, was confined to one wing of the building.

WEATHER REPORT.

TYPHOON WARNINGS.

The following message was received from the Manila Observatory yesterday at 9 a.m.:

December 5th, 3.15 p.m.—A cyclone or typhoon has been reported east of Southern Luzon or Northern Mindanao. Direction unknown.

The following telegram was received at the local U.S. Consulate-General yesterday evening:—

Manila, 6th, 6th.—Cyclone or typhoon east of Southern Luzon, moving N.N.W.

Last night's weather report forecast and remarks, issued from the Royal Observatory, at 6.15, stated:—

The anticyclone is stationary over the Sea of Japan. A V-shaped depression covers the Philippines. The typhoon is in about Lat. 14° N., Long. 128° E., moving N.N.W. or North.

Local forecast, N.E. winds, moderate, cloudy.

WINTRY WEATHER IN UNITED STATES.

NEW YORK'S HEAVIEST DECEMBER SNOWSTORM IN FORTY YEARS.

[REUTER'S AMERICAN SERVICE.]

New York, December 6th.

Awakened by the sound of snow scrapers, the inhabitants found the city buried in seven inches of snow, following the heaviest December snowstorm in forty years with intense cold and high winds, especially further north, where the snow lies fifteen inches deep. Snowdrifts have completely held up the traffic in the western part of the State, and 10,000 men are scraping New York streets on twelve-hour shifts. There is much destitution and 1,000 people sheltered in lodging houses yesterday night, of whom 200 were destitute women.

125 STEAMERS LOCKED IN MICHIGAN'S ICEBOUND LAKES.

GREATEST ICE-BLOCKADE WITHIN MEMORY.

SAULT STE. MARIE, December 6th.

In a temperature of twelve degrees below zero, 125 of the Great Lake steamers, carrying grain and coal, valued at \$50,000,000, have been locked in the greatest ice blockade in memory. They are threatened with imprisonment during the whole winter, despite the desperate efforts of a giant ice-breaker, aided by every available tug.

EUROPEAN Y.M.C.A. NOTES.

LATEST ACTIVITIES: SUCCESS OF THE "FLYING Y."

SING-SONG FOR NAVY AND ARMY.

(Contributed.)

Our second Ladies' Night has come and gone, and even though we say it "as shouldn't," it was a great success. The second half of the programme was taken up by the White Coats—who are black! The first part of the evening took the form of a concert, with songs, and a little playlet in which each character spoke only one word at a time.

The competition that followed was well done, and the jig-saw faces were soon solved.

The "Flying Y" took to itself wings on Saturday, and had an enjoyable run round the one and only road in the New Territory. The numbers were depleted owing to several members being in camp. The next run will be on Saturday week, particulars to be announced later.

Next Saturday the Camera Club are holding the second ramble. This week it will be in Kowloon, in the vicinity of the Reservoir, Leichikok, 'Eagles' Nest is the name given to the map. Rambles will start by taking the bus to Leichikok, leaving at 2.30 p.m.

On Thursday night it is hoped to have a lecture at 9 p.m. The subject and the lecturer are not yet fixed, but an announcement will be made in due course. The following Thursday the lounge is being given over to a sing-song for members of the Navy and Army. The Social Committee is arranging the programme, and a hearty invitation is extended to all members of the Services on Thursday week, December 16th, at 9 p.m.

Next week, on Sunday night, at the Quiet Hour, the Rev. T. P. V. Alexander, C.F., of the K.O.S.B., will address the members.

The subject for the study circle this week will be a short history of the Hebrews. This paper will be read on Wednesday, December 8th, at 8.30 p.m.

ANOTHER DOLLAR-LINER ARRIVED.

PRESIDENT HAYES'S PASSENGERS AND FREIGHTS.

The around-the-world Dollar liner, the *President Hayes*, came into port yesterday from New York and Shanghai en route to Manila and Europe. She sails again this morning.

She brought 1,198 tons of general cargo for discharge here, and 374 bags of mail. The vessel had 82 cabin passengers, ten of whom disembarked here. They were:—

Mr. J. Ozorio, of Hong Kong, returning from a world tour.

Mr. Ong Zin Chow, of Hong Kong, returning from a business trip to Shanghai.

Mr. W. K. Ho, connected with Hall, Law & Co., of Hong Kong, returning from Shanghai.

Mrs. Roma Kessinger, of New York, stopping over in Hong Kong, in a tour of the Orient.

Mr. O. S. Kwang, of Shanghai, on a business trip to Hong Kong.

Mr. J. B. Lee, connected with Siemens & Co. of Canton, returning from business in Shanghai.

Mr. L. Schipper, of Antwerp, Belgium, on a tour of the Orient.

Mrs. Wm. Stephens, of Shanghai, on a visit to Hong Kong.

Mrs. M. C. Walmley, visiting Hong Kong.

Mrs. W. Wong, of Shanghai, connected with the firm of Huxley Import and Export Co., on a short trip to Hong Kong.

The *President Hayes* also loaded 62 Asiatic steamer passengers here. She has on board 6,274 tons of general merchandise for Manila and 29 steamer passengers.



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BOUND VOLUMES of the HONGKONG
DAILY PRESS, January to June,
1926.

With Index. Price—\$7.50.

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THERAPION No. 2
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Each 100 pages. Price 2/6. The Franch Reader, No. 1 for Chinese, No. 2 for English, No. 3 for French. Published by the Franch Press, Ltd., 10, Queen's Road, Hong Kong.

RACING NOTES.

[By RAPIER.]

Fanning Hunt.

The Meet on Sunday morning was one of the most successful runs so far enjoyed. Two foxes were chased but lost, it is thought, chiefly on account of the difficulty in following the scent over the stony ground at the top of Montague Ridge. There was a good field including Mrs. R. J. Paterson and young Burgess who is becoming one of our more enterprising Huntmen. A touch of colour was added to the scene by the pink coats of the Whips, Messrs. Alec Potts and A. Bousfield, who controlled the Hunt in the absence of the M.F.H.

Starting from Sheungshui Police Station and working round Telegraph Pass the hounds were cast at the top of the Pass, "Parable" giving tongue hotly pursued by the rest of the pack. After an exciting run of about thirty-five minutes without a check and with the hounds in full cry the fox was lost at Montague Ridge. Again casting hounds another fox was found but lost this time owing to the Hunt being crossed by a detachment of the Punjab Regiment who were taking part in a mimic battle.

The stony ground and the rocks on Montague Ridge afford a protection to the fox of which he has not been slow to take advantage.

Kwanti Steeplechase Meeting.

The following are the entries for the above meeting on the 18th. It will be seen that the ponies are more numerous than usual although they are not entered in as many races as heretofore. Mr. R. M. Dyer's Rothesay is a welcome addition to the meeting. The officers of the K.O.S.B. have not yet got the fifty ponies they are after from the North and I expect Major Hogg is finding it a bit difficult to get hold of the right sort of animal. This is the only business that seems to be booming in China now-a-days.

RACE 1.—3.15 P.M.—MAIDEN PLATE: 11 MILES.

For China ponies that have started at Kwanti Steeplechases and not won. Catch weight 160 lbs. Unplaced starters at Kwanti allowed 5 lbs. Winner Cup, 2nd \$25, 3rd \$10. Entrance fee \$5.

Owner.	Name.
Mr. W. T. Stanton	Kwan Tao
Mr. J. K. Lousfield	Inkpot.
Mr. A. Maude	Black Mouse.
Mr. R. J. Paterson	October.
Mr. R. H. Charles	New York.
Mr. H. Birkett	Rivergrass.
Mr. A. Nissim	Zircon.
Dr. J. C. Macgown	Drake.
Capt. G. Howard	Egbert.
Major Bamford, V.C.	Formidable.
Mr. A. H. Potts	Two Pairs.

RACE 2.—OPEN HANDICAP STEEPLCHASE: 11 MILES.

For China ponies. Winner Cup, 2nd \$25, 3rd \$10. Entrance fee \$5.

Owner.	Name.
Mr. W. T. Stanton	Kwan Tao.
Mr. W. T. Stanton	Reynolds.
Mr. M. M. Maas	Wahkeena.
Dr. L. Reidy	Isotacy (late Magnificent Dahlia).
Mr. H. C. Macnamara	James Pigg.
Mr. R. J. Paterson	Cheriton Vale.
Mr. R. H. Charles	Tam.
Mr. R. M. Dyer	Rothesay.
Mr. H. Birkett	The Golden Pheasant.

Mr. H. Birkett	Rivergrass.
Dr. J. C. Macgown	Sunburst Rose.
Mr. G. M. S. Webb	Nonsuch.
Mr. Col. V. Coates	More Better.

RACE 3.—XMAS STEEPLCHASE 2 MILES.

For China ponies, the bond side property of subscribers to the Fanning Hunt. Weight for inches as per scale. Winners of two or more races 12 lbs. penalty. Winner Cup, 2nd \$25, 3rd \$10. Entrance fee \$5.

Owner.	Name.
Mr. W. T. Stanton	Reynolds.
Mr. M. M. Maas	Wahkeena.
Mr. H. C. Macnamara	Conquistador.
Mr. H. C. Macnamara	James Pigg.
Mr. K. Bousfield	Emperor.
Mr. R. M. Dyer	Rothesay.
Mr. H. Birkett	The Golden Pheasant.

Mr. H. Birkett	Rivergrass.
Dr. J. C. Macgown	Sunburst Rose.
Mr. Com. Farnshaw	Rochester.
Major F. Hogg	Wideawake (late Pongo).

RACE 4.—THE OWNERS STEEPLCHASE: 11 MILES.

For China ponies. To be ridden by the bond side owner. Weight for inches as per scale. Winners of two or more races 12 lbs. penalty. Winner Cup, 2nd \$25, 3rd \$10. Entrance fee \$5.

Owner.	Name.
Mr. W. T. Stanton	Kwan Tao.
Mr. W. T. Stanton	Kwan Sai.
Dr. L. Reidy	Mowgli.
Mr. A. N. Lucey	Country Mouse.
Mr. J. K. Bousfield	Inkpot.
Dr. J. C. Macgown	Sunburst Rose.
Mr. A. H. Potts	Craigavad.

RACE 5.—UNITED SERVICES RACE: 11 MILES.

Open to Navy, Army, Royal Air Force and Hong Kong Volunteer Defence Corps. For China ponies. Catch weight 155 lbs. Winner of one Steeplechase 7 lbs. penalty, of two or more 14 lbs. Unplaced starters at Kwanti allowed 5 lbs. Winner Cup, 2nd \$25, 3rd \$10. Entrance fee \$5.

Owner.	Name.
Dr. L. Reidy	Isotacy (late Magnificent D.)
Mr. H. C. Macnamara	Benjamin.
Mr. J. K. Bousfield	Spagetti.
Mr. A. Maude	Black Mouse.
Mr. R. H. Charles	New York.
Mr. R. H. Charles	Chess Man.
Mr. H. Birkett	The Golden Pheasant.

(Continued on next Column).

LAWN TENNIS.

LADIES' RECREATION CLUB.

CLOSING STAGES OF TOURNAMENT.

The Annual Lawn Tennis Tournament of the Ladies' Recreation Club is drawing to a close.

In the Open Singles Championship of the Colony for ladies the semi-finals have been reached, the four successful players being Mrs. Miles who meets Miss Enid Lo, and Mrs. Hall who meets Miss Robinson. The eventual winner will challenge Mrs. Tottenham, the holder, for the title.

The Singles Championship of the Club has been also reached its semi-final stage. Mrs. Davenport Brown and Mrs. James meet in the first match and Mrs. Stark and Miss Brown meet in second match.

The other events are also well advanced and given continued fine weather, the tournament should be concluded soon.

The following are the events for the past week:—

Ladies' Club Championship.

2nd Round:—Mrs. Davenport Brown beat Mrs. Clelland, 6-0, 6-0; Mrs. Stark beat Miss Lawrie, 6-2, 6-3.

Mixed Doubles Championship.

2nd Round:—Col. and Mrs. Russell Brown beat Mrs. Cook and Mr. Newers, 2-6, 6-3, 7-5; Mr. and Mrs. Foster w.o. from Major and Mrs. Stevenson; Mr. and Mrs. Stark beat Mrs. J. Hall and Mr. Armstrong; Mr. and Mrs. Raiton w.o. from Miss Lawrie and Mr. Lawrie.

Doubles Handicap.

2nd Round:—Mrs. Cook and Mrs. Raiton (owe 15) beat Mrs. Davenport Brown and Mrs. Hickling (owe 2/0), 8-6, 6-4.

Semi-final:—Mrs. Haslam and Mrs. Rowley (owe 15.9) bye, beat Mrs. Cook and Mrs. Raiton (owe 15).

Mixed Doubles Handicap.

1st Round:—Miss Newsholme and Mr. Evans (owe 2/0) beat Miss Riddle and Mr. Reeve (rec. 15), 3-6, 6-3, 8-1; Mrs. James and Mr. Hickling (owe 15) w.o. from Miss Lawrie and Mr. Lawrie.

2nd Round:—Mrs. Machidan and Mr. Rowley (rec. 5/0) beat Mrs. James and Mr. Hickling (owe 15), 1-6, 7-5, 6-3; Major and Mrs. Stevenson (owe 30) beat Dr. Craig and Mrs. Craig (owe 4/0), 6-4, 6-1.

Men's Singles Championship.

2nd Round:—Col. Russell Brown beat Humphreys.

SOUTH CHINA ATHLETIC ASSOCIATION.

To succeed the Executive Committee recently resigned, the members of the South China Athletic Association have elected the following:—Chairman, Tsui Kin Yung; Vice-Chairman, Ngan Shing Kwan and Luke Oi Tung; Secretaries, Hin Wong, Wong Ka Tsun, and Leung Lu Wing; Treasurer, So Pei Shao; Manager in Charge of Social Affairs, Wong Kam Ying; Boy Scouts, Chak Tai Kwong; Boxing, Tuck Shing Cho; Football, Kwok Ngan Bo; Baseball, Richard Shim; Basketball, Lam Ming Fan; Tennis, Iuan Chan Fai; Billiards, Young Pak Lin; Library, Lai Tai Po.

The former committee resigned because of the opposition of certain members of the Association but now most of them have been re-elected. The new committee has not yet met formally, but it is hoped that it will be able to bring about a reunification of the membership which has been divided since the split in the football section.

CHINA'S BIGGEST RACING PRIZE.

GRAND PARADE FAVOURITE FOR THE GOLD VASE.

The race for the China Gold Vase, value \$10,000, with \$5,000 added in specie, the most valuable stake yet offered by any racing club in China, will be run next Saturday (says the N.C. Daily News of December 2nd) on the Chinese Jockey Club's course. Nineteen entries were received and the following were probable starters:—

Beattack (A. J. P. Heard)	Bombardment (J. Lion)
Cape Verde Islands (T. Y. Tung)	Firestone (E. Moller)
Grand Castle (C. Encarnacao)	Grand Parade (D. S. Li)
Passage Money (V. M. Haimovitch)	Picorick (H. Matland)
Poppyland (A. N. Dallas)	Socrates (L. P. Quincey)
Soochow (W. G. Crokan)	Wellington (E. B. McBain)
Pin Money (.....)	Prince Robert (.....)

At the selling jockeys held under the auspices of the Chinese Jockey Club at the Cercle Sportif Français, Grand Parade on the strength of a flattering gallop the day before, was made favourite, but only by a shade over Soochow. Beattack came next, then Wellington, followed by Passage Money and Poppyland about evenly supported.

Mr. H. Birkett	Rivergrass.
Mr. T. C. T. Beck	Hastford.
Mr. A. Nissim	Zircon.
Mr. W. F. Simmons	Smart Guy.
Dr. J. C. Macgown	Drake.
Dr. J. C. Macgown	Sunburst Rose.
Mr. G. M. S. Webb	Nonsuch.
Mr. Col. V. Coates	More Better.
Capt. V. F. Browne	Bertram.
Mr. Com. Farnshaw	Rochester.
Mr. A. H. Potts	Two Pairs.
Major F. Hogg	Wideawake (late Pongo).

BOXING.

JIM CARTLIDGE'S GRATITUDE.

"REMEMBERING THE PLEASANT SIDE OF LIFE."

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—May I through the courtesy of your paper thank the H.K.B.A. for its souvenir and Mr. R. M. Dyer for his very generous remarks.

I carry away with me many pleasant memories of Hongkong, this despite many rebuffs, for I always believe in only remembering the pleasant side of life.

May I wish the President, Members, and the H.K.B.A. every success. I cannot close without thanking the Press and those of the public who have supported me; and last but not least the genial manager, Mr. J. Brooks, who has always been courteous and who will go to any length of trouble to provide good programmes I am sure at times I have given him quite a few times.

Once again I thank you all.—Yours, etc.,

G. H. CARTLIDGE.

Hong Kong, December 6th, 1926.

SOME REFLECTIONS.

THE MORRIS-CARTLIDGE FIRST FIGHT.

[BY CAPOTED.]

Discussing the Cartlidge-Morris fight with several local enthusiasts who know pretty nearly as much as there is to know about boxing, it was generally agreed that on Saturday night it would have been better had the referee allowed the fight to end. Their Cartlidge's victory would have been more satisfactory.

That is quite true, but at the same time there was no doubt about Cartlidge's superiority. The decision, of course, gives Morris an opening to think that he was dealt by unfairly. If he has any such idea he will be almost alone in that thought.

Last Saturday's fight brings to mind the previous contest in which Morris and Cartlidge met. That was about a year ago. Morris won on points. Cartlidge was blamed throughout for holding, when he was not always guilty. Everybody seemed to be against him. In my account of that fight I stated emphatically that Morris should not have had the decision, and said that a draw would have been fairer. I also stated that much of the holding was done by Morris, and I also referred to his habit of leaning on Cartlidge and using his head.

If the spectators who saw both fights will try to remember the incidents of the first, what do they recall? Primarily, of course, there was a Cartlidge who was not up to his standard of last Saturday. But again, there was a Morris who did not give anything like a good exhibition. Mark him! With the opening of a round he goes in head slightly down, leans across Cartlidge and lashes to the body. He is heavier; he is seemingly stronger. But Cartlidge is called to book for holding. I well remember a sentence I used in my account of that fight. "It is ridiculous to suggest," I wrote, "that Cartlidge could have held on to Morris and so made it impossible for him to fight for fifteen rounds." The fact was, as I said then, that Morris was holding as much as Cartlidge. I was alone in that contention, but it has now been borne out.

The Man's Psychology.

Morris went to the City Hall on Saturday night resolved to carry on the same tactics. Cartlidge went determined to make him fight—and under a sense of grievance as to the last fight—determined to show that he did not want to hold, that he would stand up to Morris, that if he went down he would do so clearly. And so he vindicated himself.

Jim Cartlidge goes home with the best wishes of many friends, and on Saturday night the number of his friends were considerably augmented. Those who were not too fond of Cartlidge were willing to pull off their hats to him. I heard some of them say it.

Now, what is going to happen to Stoker Norman Morris? He fought two fights here, both against Cartlidge, and he has certainly not fought up to his reputation.

(Continued on next Column).

GOLF NEWS.

GOVERNOR'S SHIELD RESULTS TO DATE.

FIRST ROUND COMPLETED.

The First Round in the competition for the Governor's Shield has been completed, and we are now able to give the results to date, which are as under:—

B. & S. (H. P. Ireland and W. Ironside) beat Mackinnon, Mackenzie (H. Standage and W. L. Dunbar), 4 and 3. A.F.C. (T. D. E. Pendered and W. A. Butterfield) beat Chartered Bank (T. L. Christie and F. B. Jones), 2 up.

Shewan, Tomes (W. Shewan and J. Coulthart) w.o. Lowe, Bingham & Matthews (A. Ritchie and H. R. Clelland), scratched.

Dodwell & Co. (R. M. Smith and L. G. S. Dodwell) beat Education Department (F. J. de Rome and A. O. Brawn), 5 and 4.

All other entries received byes into the Second Round, and these were as under: R.A.M.C. (Col. Boylan Smith and Major Lynch) v. Prison Dept. (J. W. Franks and Capt. Bloxham); Union Insurance (E. A. Brodie and J. W. Alabaster) v. Bank Line (J. R. Collis and D. Forbes); Jardine, Matheson & Co. (W. B. Cornaby and A. Piercy) v. Hongkong Bank (R. L. Moncrieff and E. D. Black); Johnson, Stokes & Master (D. J. Lewis and L. R. Andrews) v. Vacuum Oil (I. H. Geare and C. C. Stark); B.A.T. (F. A. Perry and S. M. Maves) v. University (M. H. Hoffer and C. A. Middleton Smith); P.W.D. (A. E. Lissaman and N. K. Littlejohn) v. Holyoak, Massey (A. K. Mackenzie and C. V. Mark).

Second Round Results.

In the Second Round results to date are as under:—

R.A.M.C. (Col. Boylan Smith and Major Lynch) beat Prison Department (J. W. Franks and Capt. H. F. Bloxham), 3 and 4.

H.K. & Shanghai Bank (R. L. Moncrieff and E. D. Black) beat Jardine, Matheson & Co. (W. B. Cornaby and A. Piercy), 1 up.

Johnson, Stokes & Master (D. J. Lewis and L. R. Andrews) beat Vacuum Oil (I. H. Geare and C. C. Stark), 3 and 2.

P.W.D. (A. E. Lissaman and N. K. Littlejohn) beat Holyoak, Massey & Co. (A. K. Mackenzie and C. V. Mark), 2 and 1.

Four matches remain to be played in the Second Round.

The Second Round has to be completed by December 18th; the Third Round by January 1st, and the semi-finals by January 15th. The final is fixed for January 30th.

Adamson Cup Competition.

In the Adamson Cup Competition (Junior Section) from November 28th to December 5th, two cards only were taken out, and none were returned.

Ewin's Justification.

It is generally believed that A. B. Ewin gave up the Welterweight Championship because he was afraid of Morris. I was inclined to that view myself, but it was unfair. I learn that Ewin's plea as to his not been able to make the welterweight limit is genuine. It necessitates a great deal of credence. But I gather and seemingly reliably that the contest was not favoured by those in authority in the Navy. They did not like the idea of two men from the same ship fighting. There is much to say for this stand point. I also learn that it is being mooted to transfer one of the men, temporarily at least to another ship, so that they might meet. Well, if Morris cannot fight better than he did on Saturday night, Ewin will beat him.

A Word For Howard.

I was not impressed by Howard's exhibition on Saturday night. Certainly it was far below his reputation. He seemed sadly out of training and cumbersome. He has a lot of weight to reduce. I also thought his swings rather crude, although I must say he has a good left. There was, however, little doubt that he was far superior to Francis.

I hear it said that Francis gave in because the referee was continually penalising him for holding. What nonsense! I agree that Howard was also guilty in this respect at times, but Francis never looked like winning from the start. He had no confidence in himself, and allowed Howard to do ninety per cent. of the attacking. Francis has challenged Howard to a return bout. The latter should not have much difficulty in winning.

Ewin has accepted Howard's challenge for a middleweight bout. When the fight is staged, it should be well worth seeing. The men meet on December 31st in a 15-round contest for the Middleweight Championship of the Colony.

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PURE CONDENSED SWEETENED MILK.

From Cows fed on the Slopes of the Alps—the healthiest pastures in the world.



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Tel. C. 331

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.
AMERICAN & MANCHURIAN LINE.
FROM NEW YORK.

THE Steamship "COLORADO" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 15th December, 1926, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 20th December, 1926, or they will not be recognised.

All broken, chafed and damaged Goods, are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, at 10.30 a.m. within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hong Kong, 6th December, 1926. (4244)

NOTICE TO CONSIGNEES.
AMERICAN & ORIENTAL LINE.
FROM U. S. A.

THE Steamship "ROSERIO" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 13th December, 1926, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter, on or before 20th December, 1926, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 13th December, 1926, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hong Kong, 6th December, 1926. (4255)

PRINCE LINE.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Motor Vessel "ASIATIC PRINCE" having arrived from the above Port on 5th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Saturday, 11th instant, at 10 a.m.

All Claims must be presented within Fifteen days of the Vessel's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Consignage Road, Hong Kong. Telephone No. 3166.

Hong Kong, 6th December, 1926. (4262)

NORDDEUTSCHER LLOYD, BREMEN.
THE Steamer "YORCK" having arrived from BREMEN, HAMBURG and PORT, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

All Goods remaining undelivered after the 9th of December, 1926, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m. on the 6th of December, 1926.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Underwriter for countersignature.

MELBORES & CO., Agents.
NORDDEUTSCHER LLOYD, BREMEN.
Hong Kong, 2nd December, 1926. (4262)



Disfiguring Pimples Healed By Cuticura

Daily use of Cuticura Soap, assisted by Cuticura Ointment when required, not only soothes and heals unsightly and annoying pimples and irritations on neck and face, but tends to prevent such conditions. Nothing purer, more economical or more satisfactory than these fragrant emollients.

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Are you feeling out-of-sorts? Is your appetite poor and your digestion disordered? Have you lost your energy, your interest and your bright, cheerful disposition?

If that is so, see what Beecham's Pills will do for you.

By taking this famous family remedy "you will feel as different again."

It will put your digestive organs right. It will clear out of your system the waste and poisonous matter that has been allowed to accumulate.

It will stimulate, invigorate and tone up your whole physical and nervous system.

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STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "DELTA" Captain F. SUDDEL, R.N., F.R.S., carrying His Majesty's Mails, will be despatched from this Port on or about THURSDAY, the 9th DECEMBER, 1926, at Noon, taking Passengers and Cargo for the above Ports.

Silk, Valuable and Tea for Italy, France and London (under arrangement) will be shipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 p.m. the Day before Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO., Agents.

Hong Kong, 3rd December, 1926. (4267)

OVER HALF A CENTURY REPUTATION FOR THE TREATMENT OF ALL SKIN DISEASES BY DR. LE CLERC'S PILLS FOR THE TREATMENT OF ALL SKIN DISEASES.

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DR. LE CLERC'S PILLS FOR THE TREATMENT OF ALL SKIN DISEASES.

SPORTING POLICE AT CAMBRIDGE.

ENJOY GUY FAWKES RAG.

As a sequel to the Guy Fawkes "rag" at Cambridge to which reference was made in our issue of yesterday, 49 undergraduates were fined at the local police court. The heaviest fine was one of £10 for assaulting a policeman.

The mayor, who tried the cases, witnessed the struggles of the night before from a Guildhall window. The tribute which he paid to the patience of the police was endorsed by all the undergraduates.

Police-Constable Woods, who while chasing to an undergraduate went down with his man four times in twenty minutes, told the Bench that he had had "a pleasant struggle."

No one was sent down from the university as a result of the "rag."

HOW THE "VALERIAN" SANK.
EVERY MAN AT HIS POST.
COURT MARTIAL STORY.

A court-martial at Bermuda honourably acquitted the survivors of H.M.S. Valerian, which went down on October 22nd, finding that everything possible was done for the safety of the ship, that all were at their posts until the last, and that naval traditions were maintained by their exemplary conduct.

The report of Commander Usher on the sinking of his ship and the events that led up to it, says the scarcity of coal in the Bahamas necessitated his sailing with bunkers so depleted that economical steaming was essential.

When 200 miles from Bermuda he received warnings and increased his speed to 24 knots maximum with one boiler.

On receiving further warnings he started a second boiler, and by midnight was steaming at a rate of 14 knots. His bearings becoming heated, he slowed down to 10 knots.

The ship was five miles from Gibbs Hill on Friday at 8 a.m., and there was every expectation of making port as the conditions were not indicative of the violence of the approaching storm.

A subsequent message showed the impossibility of their arriving so he headed south-east. With the wind increasing steering was not to be secured with the maximum engine power at their disposal.

The ship was seaworthy until one o'clock when a series of squalls beginning description ensued.

The Valerian heeled over 70 degrees but righted again. Then there were more squalls and the engines stopped though no breakers could be seen. She turned over slowly and her funnels became submerged, her boilers exploded, and she sank.

The men who got on rafts were tossed about and turned over day and night until H.M.S. Capetown arrived at 10 on Saturday just when the exhausted survivors were beginning to lose their hold. On the commander's raft 12 were saved out of 28.

Survivors say that the commander sank with the ship, clinging to the bridge, was washed off, and hit his head but caught hold of a raft.

MAORI FOOTBALLERS IN ENGLAND.

DOWN WITH BAD COLDS.
SOME OF THEIR DIFFICULTIES.

The Maori Rugby footballers visiting England were, in the early part of last month, nearly all suffering from bad colds.

"It is not an easy thing to play Rugby against some of the best teams we have met in these circumstances," said Mr. Parata, the manager of the team, to an Evening Standard representative.

"One really cannot wonder that we are a little tired. Most of the men have been playing since April, and in the South of France the weather was so hot that we had hardly a night's rest. We ought to have played tennis or cricket instead."

Good English Forwards.

"Up to the present we have been very impressed with English football. In my opinion, the English and Welsh forward work is better than any I have ever seen. They seem to move in such concerted attacks, and they are very quick."

"In the back line the Maoris beat you easily. Your teams seem to take very little notice of the backs, and they move very much as the forwards."

"Of course, it has been a little disconcerting to have to combat against so many different forms of rules during our stay. We never quite know where we are. The worst of all, however, was in Paris, where the referee could not speak English and we could not speak French. We simply had to consent to what he said without question."

The Unconventional Game.

"We are so busy—this tour is work all the time—that we have had hardly a chance of sightseeing. Some of the boys have managed to get round London, and as they are so tired we are not having a practice game at Richmond to-day. We shall just rely on our daily turn of physical 'jerks'."

"I am sorry that we have been rather opposed by the critics of the game over here. Down under we play, I admit, a rather unconventional game, and we have tried to do the same here. We aim at giving each player something to do and some responsibility in tactics. If we do not seem to gain anything by a piece of strategy, we do really, for we are tiring the other side out."

ADVENTURE KILLS A WOMAN WRITER.

STRAIN OF NAVIGATING A YACHT FROM THE BALTIC.

MISS KNOWLES FOSTER.

Miss Francis Knowles Foster, a famous yachtswoman, traveller and novelist, has died at her house, The Tapestry Hall, Old Windsor, from the strain of her last adventure, a voyage from the Thames to the Baltic and back.

She took her little motor-sailing yacht the *Enchantress* to Stockholm last year through gales and heavy seas.

The boat was left there in the ice, and in June, accompanied by her uncle, Commander Derwent-Simpson, and a boy to do rough work, she returned to Stockholm, and began an adventurous voyage through the Baltic, and then across the North Sea to the Thames.

It was a strenuous trip, many storms being encountered. Miss Knowles Foster did all the work of navigation, and much of the handling of the yacht.

Home—Then Fainted.

She was worn out when she returned to her home. The yacht had hardly been made fast at Old Windsor before Miss Knowles Foster fainted.

She had a serious nervous breakdown, and, despite the attentions of Sir Thomas Harder and other specialists, shortly afterwards succumbed.

Miss Knowles Foster came from a prominent North of England family, and is the author of several books. She was a Fellow of the Royal Geographical Society, and planned her adventurous voyage in search of material for a novel and a travel book.

Miss Knowles Foster's adventures included a petrol fire in the engine-room of the 40ft. *Enchantress* when off the Dutch coast to a crash in the Kiel Canal.

On the last stage of the voyage she tore a muscle and broke a finger, and it was while suffering from these adventures that she navigated the yacht up the Thames to Old Windsor. She is the only woman to have navigated her own vessel without a pilot through the treacherous Swedish archipelago.

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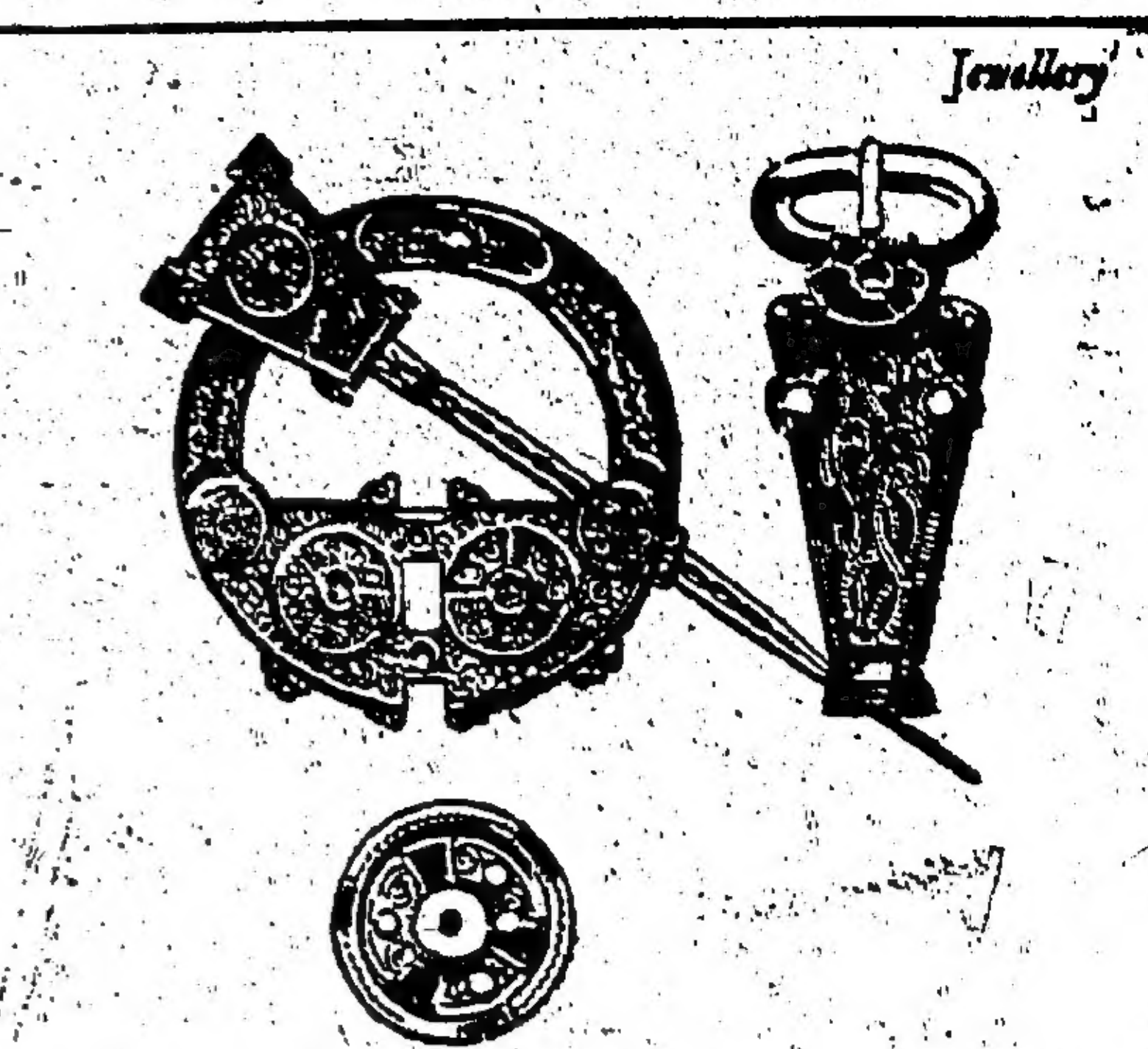
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R. M. DYER, B.Sc. M.I.N.A. KOWLOON DOCK, HONG KONG



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The M/S. "AFRIKA"

will be loading for ST. NAZAIRE, ROTTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS. On or about 22nd December, 1926.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M.S. "Malaya"	10th December	—
M.S. "Java"	10th January, 1927	—
M.S. "Danmark"	20th January, 1927	—

Subject to change without notice.

For further particulars, please apply to:—
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R. M. DYER, B.Sc. M.I.N.A. KOWLOON DOCK, HONG KONG



SHIPPING NEWS.

ARRIVALS.

December 6th.

Albert Sarrant, French str., 1,354 tons, Capt. Cleinance, from Saigon, which port she left on November 30th, with rice and general cargo, lying at buoy No. C43.—Hock Nguan Seng.

Ariatic Prince, British motor ship, 3,874 tons, Capt. E. E. Jones, from New York and Shanghai. The latter port she left on December 3rd, with 150 tons of general cargo, lying at buoy No. A4.—Furness (Far East).

Eiger, Norwegian str., 875 tons, Capt. H. Pettersen, from Canton, with a general cargo, lying at buoy No. C44.—Karatua Larsen & Co.

Fengle, Chinese str., 1,385 tons, Capt. T. Mori, from Saigon, which port she left on November 30th, with a cargo of rice, lying at buoy No. C47.—Yue Tai Hong.

Liangchow, British str., 1,330 tons, Capt. O. H. Jones, from Canton, with a general cargo, lying at buoy No. B7.—B. & S.

New Mathilde, British str., 848 tons, Capt. E. G. Rapley, from Haiphong, with general cargo and fowls, lying at buoy No. C40.—Yick Tai S.S. Co.

Sunkong, Chinese str., 322 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. C38.—Man Yick S.S. Co.

Tak Ming, Chinese str., 105 tons, Capt. Chen Yung Fat, from Amoy, with a general cargo, lying at Luen Cheung Wharf.—Fook Hoi S.S. Co.

December 6th.

Doo Tye, Chinese str., 745 tons, Capt. A. Lashovatsky, from Hobeih, with a general cargo, lying at buoy No. C42.—Tay Sing S.S. Co.

Fortuna, Norwegian str., 1,494 tons, Capt. H. Ipland, from Chinwangtao and Shanghai. The latter port she left on November 30th, with a cargo of coal, lying at Wanchai.—Jensen & Co.

Kaying, British str., 1,572 tons, Capt. F. Lovegrove, from Bangkok and Swatow, with a general cargo, lying at buoy No. B13.—B. & S.

President Hayes, American str., 6,195 tons, Capt. J. J. Cadogan, from San Francisco. The latter port she left on November 6th, with 1,800 tons of general cargo, lying at Kowloon Wharf.—Dollor S.S. Co.

Roku Maru, Japanese str., 2,356 tons, Capt. R. Subana, from Dairen, which port she left on November 30th, with a general cargo, lying at buoy No. B20.—M. B. K.

St. Albans, British str., 4,119 tons, Capt. G. L. Smith, from Melbourne and Manila. The former port she left on November 6th, with general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Tijmaniek, Dutch str., 3,510 tons, Capt. H. de Jonge, from Batavia and Balikpapan. The latter port she left on November 28th, with sugar and general cargo, lying at buoy No. 38.—J.C.J.L.

Tunglee, Chinese str., 632 tons, Capt. T. Oyama, from Canton, with a general cargo, lying at buoy No. C41.—Yue Tai Hong.

CLEARANCES.

December 6th.

Ariatic Prince, for Manila.

Changchow, for Saigon.

Eiger, for Canton.

Eldridge, for Manila.

Hydrangea, for Kwang Chow Wan.

Kut Sang, for Singapore.

President Hayes, for Manila.

President Jackson, for Shanghai.

Shirala, for Amoy.

Souchoy, for Canton.

Sungshan Maru, for Swatow.

Sunkong, for Kwang Chow Wan.

Takwa Maru, for Canton.

Tong Lee, for Shanghai.

Truro City, for Kobe.

PASSENGERS.

Per s.s. *St. Albans*, for Australia via ports:—Mr. J. Hill, Mrs. W. J. Liley, Mr. W. J. Liley, Mrs. E. M. and Miss F. M. Backhouse, Miss M. Dray, Mr. E. A. Laggatt, Mr. H. E. Orr, Mr. H. C. J. Aze, Mrs. Asche and two children, Mrs. K. McIntyre, Mr. A. McIntyre, Mrs. V. E. Turner, Mr. C. Wasile, Mr. P. Ryan, and Mr. and Mrs. C. Trueman.

DEPARTURES.

Per s.s. *Tanda*, on December 4th, for Australia via ports:—Mr. C. F. Aris, Mr. J. S. Scott, Mr. P. Brampton, Mr. Amelio Andres, Mr. C. B. Humphreys, Mr. G. B. Laird, Mr. Joseph Howard, Mrs. A. Prokofeva, Rev. and Mrs. Robinson and infant, Mr. and Mrs. Robinson, Mr. E. Embury, Mr. and Mrs. G. B. Marsh and infant, Master G. March, Misses D. and M. Marsh, Mr. W. H. Saunders, Mr. and Mrs. H. W. Marshall, and Mr. J. H. H. Housoun.

Per s.s. *President Jackson*, on December 6th, for Seattle via ports:—Mr. R. R. Hancock, Mr. and Mrs. W. R. Mowat, Mrs. C. P. Dawson, Mr. R. C. Williams, Miss M. Rora, Mr. Johnson, Comdr. Davis, Mr. M. H. Schulz, Mr. and Mrs. E. V. Selmann, Mr. and Mrs. Charles Hugo, Mr. and Mrs. Ernest Seifert, Rev. and Mrs. C. E. Arrowsmith, Master K. and V. Arrowsmith, Mrs. J. F. Forbes, Mr. Jay W. Meyers, Mr. E. E. Algor, Mr. Osmond Marano, Lieut. E. C. Greiner, Mr. Lienhard, Mr. J. R. Hinton, Mr. C. S. Roselle, Mr. and Mrs. E. J. Lloyd, Mr. H. M. A. Day, Mrs. Ida F. Miner, and Mr. P. A. Warren.

HONG KONG SHIPPING.

WEEK-END RETURNS.

During the 24 hours ended at 9 a.m. on Sunday, cargo for both local discharge and ports beyond remained below the average. There were only 5,439 tons of general merchandise discharged here, of which, 4,439 tons were carried by 5 British steamers, and 1,000 tons by one American vessel. The best returns were shown by the s.s. *Pheumpana* (British) from Saigon, which brought 1,730 tons, and the *Satrala*, a British vessel from Calcutta and Singapore brought 1,500 tons.

For ports beyond there were 7,190 tons manifested on vessels passing through Hong Kong. Two British vessels carried 5,130 tons, and the balance of 2,060 were on the *Eldridge*, an American steamer from Seattle and Amoy.

Yesterday's returns for the 24 hours ended at 9 a.m. showed that freights for the Colony have returned to the usual average. There were a total of 17,018 tons of general cargo imported into Hong Kong with 7,572 tons on 5 British vessels.

The three best returns were 2,600 tons from the *Tijmaniek*, a Dutch boat from Batavia, 2,416 tons from the Indo-China coastal steamer, *Chi-yang* from Kien-tsin and Weihaiwei, and 2,000 tons from the *Kaying*, from Bangkok and Swatow.

During the same period under review, cargo for ports beyond were still below the usual average. Through freights manifested on steamers passing through Hong Kong totalled 6,950 tons. Three British vessels were responsible for 2,808 tons.

During the 24 hours ended at 8 a.m. yesterday, there were 25 arrivals and 29 departures. They were: British, 19 arrivals and 5 departures; Japanese, 1 arrival and 9 departures; Norwegian, 5 arrivals and 3 departures; Chinese, 5 arrivals and 4 departures; Dutch, 1 arrival and 1 departure; French, 1 arrival and 3 departures; German, 1 arrival and 1 departure; Portuguese, 1 departure; American, 2 arrivals and 2 departures; Swedish, 1 departure.

Vessels in port totalled 67, of which, 34 were British; 2 American; 1 German; 1 Panama; 2 Norwegian; 1 Japanese; 17 Chinese; 5 Dutch; 2 Portuguese; 2 French.

The tabulated lists of arrivals and clearances will be found in another column.

SHIPPING NOTES.

During the week-end there were a total of 3,090 deck passengers brought into the Colony, of which, 1,489 and 478 were carried by the *Shirala* from Calcutta and Singapore, and the *Talamba*, from Kobe and Amoy respectively.

The s.s. *Roku Maru* arriving from Dairen yesterday brought 4,473 tons of general cargo for local discharge.

From New York and Hilo, the s.s. *Rosario* (British) came into port yesterday with 77,000 cases of oil and 425 tons of canned goods for Hong Kong. The vessel also has on board 570 tons of tobacco and general merchandise, 2,000 drums of refined oil, and 20,350 cases of kerosene oil for Shanghai. For Amoy she has 100 tons of general cargo.

At the Marine Court yesterday morning, before Lieut.-Comdr. G. F. Hole, R.N., a fishing junk master was fined \$10 or ten days' hard labour for carrying 300 tons of salt without a licence.

The captain of the s.s. *Kaying*, from Bangkok, reports that one death occurred on board, from natural causes.

SHIPPING MOVEMENTS.

The N.D.L. s.s. *Coblentz* left Shanghai on the 6th inst., and is expected in Hong Kong on Thursday morning. She will sail for Europe via Manila, Singapore, etc., on the 10th at 8 a.m.

The R.M.S. *Empress of Canada* left Vancouver for Hong Kong, via Japan ports and Shanghai on December 4th, and is due here on December 23rd.

The P. & O. s.s. *Nyanza* left Singapore for this port on December 4th, and is due here on December 10th, at about 6 a.m.

The P. & O. s.s. *Malwa* left Singapore for this port on the 6th inst. at 3 p.m., with the outward English mails, and is due here on the 10th inst. at 6 a.m.

The B.I. s.s. *Talamba* will leave for Singapore, Penang and Calcutta tomorrow (Wednesday), at noon.

The E. & A. s.s. *Albatross* will leave for Moji, Kobe and Yokohama this (Tuesday) afternoon, about 4 o'clock.

SUNRISE AND SUNSET IN HONG KONG.

FOR DECEMBER, 1926.

(STANDARD TIME OF 120TH MERIDIAN, OF GREENWICH.)

Date	Sunrise	Sunset
December 7th	6.50 a.m.	5.39 p.m.
8th	6.51	5.39
9th	6.51	5.39
10th	6.52	5.40
11th	6.53	5.40
12th	6.53	5.40
13th	6.54	5.40
14th	6.54	5.41
15th	6.55	5.41
16th	6.55	5.41
17th	6.56	5.42
18th	6.57	5.42
19th	6.57	5.43
20th	6.58	5.43
21st	6.58	5.44
22nd	6.59	5.44
23rd	6.59	5.45
24th	7.00	5.45
25th	7.00	5.46
26th	7.00	5.46
27th	7.01	5.47
28th	7.01	5.47
29th	7.02	5.48
30th	7.02	5.48
31st	7.03	5.49

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER.

STRAMERS	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF ASIA	Jan. 6	Jan. 8	Jan. 11	Jan. 14	Jan. 23
EMPEROR OF CANADA	Jan. 16	Jan. 19	Jan. 22	Jan. 25	Feb. 3
EMPEROR OF RUSSIA	Jan. 26	Jan. 29	Jan. 32	Feb. 5	Feb. 13
EMPEROR OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPEROR OF CANADA	Mar. 20	Mar. 23	Mar. 26	Mar. 29	Apr. 7
EMPEROR OF RUSSIA	Apr. 30	Apr. 3	Apr. 6	Apr. 9	Apr. 17
EMPEROR OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPEROR OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPEROR OF RUSSIA	June 23	June 26	June 29	July 2	July 10
EMPEROR OF ASIA	July 11	July 14	July 17	July 20	July 31

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

CONNECTING SAILING ST. JOHN TO LIVERPOOL.

MONTROSE	February 4	MONTROSE	April 3
MONTNAIR	February 19	MONTOLARE	April 13
MONTOLM	March 12	MINNEBA	May 13

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

BOOKINGS NOW OPEN.

Early application for Space is advisable.

SPECIAL FARES TO EUROPE
£120 £112 £83

HONGKONG-MANILA SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Dec. 25	Dec. 27	Dec. 28	Dec. 30

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 702. Cables: GAOANPAO.
Freight and Express: Tel. C. 42. Cables: NAUTIBUS.



SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hg. Kg. and Sailing for S'nal. and Japan	Probable Sailings from Hong Kong for Marseilles
PAUL LECAT	5th Nov. 1926	7th Dec. 1926	7th Dec. 1926
GENERAL METZINGER	19th Nov. "	22nd Dec. "	19th Jan. 1927
AMAZONE	3rd Dec. "	5th Jan. 1927	1st Feb. "
ANGERS	17th Dec. "	19th Jan. "	16th Feb. "
D'ARTAGNAN	31st Dec. "	2nd Feb. "	1st Mar. "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance.)
A Class (1st Class) ... 85.00 Od.
B Class (1st Class) ... 85.00 Od.
C Class (1st Class) ... 85.00 Od.
D Class (1st Class) ... 85.00 Od.
E Class (1st Class) ... 85.00 Od.
F Class (1st Class) ... 85.00 Od.
G Class (1st Class) ... 85.00 Od.
H Class (1st Class) ... 85.00 Od.
I Class (1st Class) ... 85.00 Od.
J Class (1st Class) ... 85.00 Od.
K Class (1st Class) ... 85.00 Od.
L Class (1st Class) ... 85.00 Od.
M Class (1st Class) ... 85.00 Od.
N Class (1st Class) ... 85.00 Od.
O Class (1st Class) ... 85.00 Od.
P Class (1st Class) ... 85.00 Od.
Q Class (1st Class) ... 85.00 Od.
R Class (1st Class) ... 85.00 Od.
S Class (1st Class) ... 85.00 Od.
T Class (1st Class) ... 85.00 Od.
U Class (1st Class) ... 85.00 Od.
V Class (1st Class) ... 85.00 Od.
W Class (1st Class) ... 85.00 Od.
X Class (1st Class) ... 85.00 Od.
Y Class (1st Class) ... 85.00 Od.
Z Class (1st Class) ... 85.00 Od.

LIGNES COMMERCIALES (Cargo Boats).
s.s. "DR. P. BENOIT" from DUNKIRK, LONDON & HAVRE is due to arrive on the 22nd December.

Sailings subject to alteration without notice.
For full Particulars, apply to: MESSAGERIES MARITIMES CO.,
Telephone Central 740, 3, Quai de Commerce, 3, Quai de Commerce.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, December 6th.			
Time	Barometer	Thermometer	Wind
5 a.m.	29.94	29.90	29.97
10 a.m.	73	63	69
4 p.m.	78	91	79
8 p.m.	78	91	79
11 p.m.	78	91	79
Force	2	1	3
Weather	0	0	0
Rain	0.00	0.00	0.00

Highest open-air temperature on 5th ... 72
Lowest open-air temperature on 5th ... 52

B = Blue sky; C = Cloudy; D = Drizzle; F = Fog; L = Lightning; M = Mist; O = Overcast; P = Passing showers; Q = Squalls; R = Rain; T = Thunder

HONG KONG TIDE TABLE.

From December 7th to 13th, 1926.

Days of Week	Date	H. Kong Standard Time	Height	H. Kong Standard Time	Height
Tues	7	11 29	4.7	4 50	0.9
Wed	8	10 29	4.5	5 49	0.8
Thurs	9	10 28	4.4	6 48	0.7
Fri	10	9 28	4.3	7 47	0.6
Satur	11	8 28	4.2	8 46	0.5
Sun	12	7 28	4.1	9 45	0.4
Mon	13	6 28	4.0	10 44	0.3

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

SHANGHAI via SWATOW	"FOOSHING"	Tuesday	7th Dec.	at Noon
SANDAKAN	"HINSANG"	Tuesday	7th Dec.	at 3 p.m.
TIENTSIN	"CHIPSING"	Thursday	9th Dec.	at 7 a.m.
CANTON	"YATSEING"	Thursday	9th Dec.	at 7 a.m.
TSINGTAU via SWATOW	"WAISHING"	Friday	10th Dec.	at Noon
SHANGHAI	"HOSANG"	Saturday	11th Dec.	at 7 a.m.
Kobe via AMOY	"SUISANG"	Saturday	11th Dec.	at 3 p.m.
STRAITS & CALCUTTA	"HANGSANG"	Tuesday	14th Dec.	at 9 a.m.
BANGKOK via SWATOW	"KWONGSANG"	Tuesday	14th Dec.	at 10 a.m.
HAIPHONG via HOHLOW	"MINGSANG"	Thursday	16th Dec.	at 9 a.m.
TSINGTAU via SWATOW	"HOPSANG"	Friday	17th Dec.	at 10 a.m.
SHANGHAI	"KUMSANG"	Saturday	18th Dec.	at 7 a.m.
OSAKA via SHANGHAI	"CHEONGSANG"	Monday	20th Dec.	at Noon
MOJI & KOBE	"MAUSANG"	Wednesday	22nd Dec.	at 2 p.m.
TIENTSIN	"NAMSANG"	Friday	24th Dec.	at 7 a.m.
SANDAKAN	"LAISANG"	Tuesday	28th Dec.	at 3 p.m.
STRAITS & CALCUTTA				

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

Telephones: Central No. 215.

GENERAL MANAGERS.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hong Kong	Vessel	Discharges	Leaves H. Kong
"GLENSHIEL"	8th Dec.	"GLENARA"	8th Dec.	29th Dec.
"FEMBOCKSHIRE"	28th Dec.	"GLENSHIEL"	30th Dec.	30th Dec.
"GLENIFFER"	6th Jan.	"GLENSHIEL"	30th Dec.	30th Dec.
"GLENOGLE"	20th Jan.	"GLENSHIEL"	30th Dec.	30th Dec.
"GLENAMOT"	6th Feb.	"GLENSHIEL"	30th Dec.	30th Dec.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3696.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

LOADING DIRECT FOR
ALGIERS, ORAN, VALENCIA, AMSTERDAM, HAMBURG
AND SCANDINAVIA.

For SHANGHAI AND JAPAN PORTS.
Loading About 15th January, 1927

For further particulars, apply to the Agents—

GILMAN & CO., LTD. G. E. HUYGEN.

Hong Kong. Canton.

VESSELS EXPECTED

Empress of Asia (C.P.R.), due to-day at 7 a.m.
Formosa (Swedish East Asiatic), due December 13th.

ON SALE.

HONG KONG HANSAARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1925.
Revised by Members.
PRICE 85
Daily Press Office

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF TOKIO" ... For Marseilles, London, Hamburg & Havre ... 13th Dec.
S.S. "CITY OF GLASGOW" ... For Marseilles, London, Hamburg & Havre ... 13th Jan.
Passenger Service
S.S. "CITY OF LAHORE" ... London, Havre, Rotterdam & Hamburg ... 9th February.
FARES to LONDON: 1st Class £72, 2nd Class £49 10s.
S.S. "CITY OF CALCUTTA" ... Marseilles, London, Havre & Hamburg ... 24th March.
FARES: 1st Class to Marseilles £79; to LONDON £80.
2nd Class to Marseilles £51; to LONDON £55.

AUSTRALIA

Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE

SS "COLORADO" ... via Suez Canal ... 31st December.

ALSO AGENTS FOR

ANDREW WEIR & CO.

N.Y.K. LINE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU ... Tuesday, 11th Jan. at Noon
TENYO MARU ... Monday, 24th Jan. at Noon
KOREA MARU ... Sunday, 31st Jan. at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

BOKUYO MARU ... Thursday, 16th Dec. at Noon
RAKUYO MARU ... Wednesday, 12th Jan. at Noon
MARSEILLES, LONDON, ANTWERP & ROTTERDAM via Ports.
KASHIMA MARU ... Saturday, 18th Dec. at 11 a.m.
HAKONE MARU ... Saturday, 1st Jan.
SUWA MARU ... Saturday, 15th Jan.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 22nd Dec. at 11 a.m.
AKI MARU ... Wednesday, 19th Jan. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU ... Tuesday, 8th Dec.
ASUKA MARU ... Wednesday, 12th Jan.

BUENOS AIRES via Singapore, Darba & Cape Town, Delagoa Bay & Algoa Bay.

KAWACHI MARU ... Friday, 31st Dec.

BOMBAY via Singapore, Penang & Colombo.

SADO MARU ... Saturday, 11th Dec.

YAMAGATA MARU ... Saturday, 18th Dec.

CALCUTTA via Singapore, Penang & Rangoon.

KWATO MARU ... Thursday, 9th Dec.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Saturday, 18th Dec.

SHANGHAI, KOBE & YOKOHAMA.

FUSIMI MARU ... Monday, 13th Dec.

BANGKOK MARU (Mojito direct) ... Tuesday, 14th Dec.

MORIOKA MARU ... Wednesday, 22nd Dec.

HAKOZAKI MARU ... Monday, 27th Dec.

For further information, apply to NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depots).

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO

BOSTON

NEW YORK

PHILADELPHIA

M.V. "ASIATIC PRINCE" ... 6th December, 1926

For Freight and Full Particulars, apply to—

FURNESS (FAB EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

(19)

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT McKINLEY" ... Dec. 18th, 5 p.m.

"PRESIDENT JEFFERSON" ... Dec. 30th, 5 p.m.

TO EUROPE—ELIZABETH

First Class on the Pacific. First Class on American or Canadian Railways. First Class on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT McKINLEY" ... Dec. 10th, 5 p.m.

"PRESIDENT JEFFERSON" ... Dec. 22nd, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.

Telephone: Central 2477, 2478 & 795

(18)



HOLLAND EAST ASIA LINE

of the United Netherlands Navigation Company.

Regular Four-weekly service between

Japan, Vladivostok, China, Hong Kong, Manila, Singapore

and

Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and

North Continental Ports

SAILINGS FOR EUROPE:

s.s. "OLDEKERK" ... 25th December.

ARRIVALS FROM EUROPE:

s.s. "GEMMA" ... 14th December.

s.s. "ZOSMA" ... 11th January, 1927.

s.s. "OSTERK" ... 8th February.

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN.

Telephone: Central No. 1574.

Agents, York Building.

(11)

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND.)

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CON-STANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"DELTA"	8,097	9th Dec. Noon	Singapore, Penang, Colombo and Bombay.
"MAEDONIA"	11,039	11th Dec. Noon	Marseilles and London.
"NELORE"	8,532	23rd Dec.	Singapore, Penang, Colombo and Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London, Antwerp and Hull.
"MIRZAPUR"	9,715	27th Dec.	Marseilles, London, Antwerp and Hull.
"NANZA"	10,941	29th Dec.	Singapore, Penang, Colombo and Bombay.
"MALWA"	9,144	31st Dec.	Marseilles, London, Antwerp and Hull.
"DEVANHA"	8,155	2nd Jan.	Singapore, Penang, Colombo and Bombay.
"MORKE"	10,915	4th Jan.	Marseilles, London, Antwerp and Hull.
"DELTA"	8,097	6th Jan.	Singapore, Penang, Colombo and Bombay.
"KASHMIR"	9,005	8th Jan.	Marseilles, London, Antwerp and Hull.
"NELORE"	8,532	10th Jan.	Singapore, Penang, Colombo and Bombay.
"KHIVA"	9,135	12th Jan.	Marseilles, London, Antwerp and Hull.
"MIRZAPUR"	9,715	14th Jan.	Marseilles, London, Antwerp and Hull.
"NANZA"	10,941	16th Jan.	Singapore, Penang, Colombo and Bombay.
"MALWA"	9,144	18th Jan.	Marseilles, London, Antwerp and Hull.
"DEVANHA"	8,155	20th Jan.	Singapore, Penang, Colombo and Bombay.
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"KHIVA"	9,135	30th Jan.	Marseilles, London, Antwerp and Hull.
"MIRZAPUR"	9,715	31st Jan.	Marseilles, London, Antwerp and Hull.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Brindisi, Smyrna, and other Levant Ports by steamers of the Redif Mail Steamship Co.

Steamship.	Tons.	From Hongkong (about)	Destination.
"TALAMBA"	5,018	8th Dec. Noon	Singapore, Penang and Calcutta.
"TALMA"	10,000	10th Dec.	do.
"SHIRALA"	7,841	12th Dec.	do.
"TAKLIWA"	7,906	14th Dec.	do.
"TAKADA"	8,449	16th Dec.	do.

Steamship.	Tons.	From Hongkong (about)	Destination.
"ST. ALBANS"	4,500	31st Dec.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ANAFURA"	4,500	2nd Jan.	do.
"TANZA"	4,500	4th Jan.	do.
"ST. ALBANS"	4,500	6th Jan.	do.
"ANAFURA"	4,500	8th Jan.	do.
"TANZA"	4,500	10th Jan.	do.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The E. & A.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc. The E. & A.S. Co.'s Steamers to London via Suez Canal. The E. & A.S. Co.'s Steamers to London via the Cape. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship.	Tons.	From Hongkong (about)	Destination.
"SHIRALA"	7,841	7th Dec. 6 a.m.	Amoy, Shanghai, Moji, Kobe & Osaka.
"ST. ALBANS"	4,500	7th Dec. 4 p.m.	Moji, Kobe and Yokohama.
"MALWA"	10,941	10th Dec. 4 p.m.	Shanghai, Moji and Kobe.
"NANZA"	10,941	13th Dec. 4 p.m.	Moji and Kobe.
"TAKLIWA"	7,906	14th Dec.	Shanghai, Moji and Kobe.
"TAKADA"	8,449	16th Dec.	Kobe.
"KALYAN"	9,144	18th Dec.	Shanghai, Moji and Kobe.
"ANAFURA"	4,500	20th Dec.	Moji, Kobe, Osaka and Yokohama.
"MORKE"	10,915	22nd Dec.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	24th Dec.	Shanghai, Moji and Kobe.
"KASHMIR"	9,005	26th Dec.	Shanghai, Moji and Kobe.
"DELTA"	8,097	28th Dec.	Shanghai, Moji and Kobe.
"NELORE"	8,532	30th Dec.	Shanghai, Moji and Kobe.
"KHIVA"	9,135	31st Dec.	Moji, Kobe, Osaka and Yokohama.
"MIRZAPUR"	9,715	1st Jan.	Shanghai, Moji and Kobe.
"NANZA"	10,941	3rd Jan.	Shanghai, Moji and Kobe.
"MALWA"	9,144	5th Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	7th Jan.	Moji, Kobe, Osaka and Yokohama.
"MORKE"	10,915	9th Jan.	Shanghai, Moji and Kobe.
"DELTA"	8,097	11th Jan.	Shanghai, Moji and Kobe.
"KASHMIR"	9,005	13th Jan.	Moji, Kobe, Osaka and Yokohama.
"NELORE"	8,532	15th Jan.	Shanghai, Moji and Kobe.
"KHIVA"	9,135	17th Jan.	Shanghai, Moji and Kobe.
"MIRZAPUR"	9,715	19th Jan.	Moji, Kobe, Osaka and Yokohama.
"NANZA"	10,941	21st Jan.	Shanghai, Moji and Kobe.
"MALWA"	9,144	23rd Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	25th Jan.	Moji, Kobe, Osaka and Yokohama.
"MORKE"	10,915	27th Jan.	Shanghai, Moji and Kobe.
"DELTA"	8,097	29th Jan.	Shanghai, Moji and Kobe.
"KASHMIR"	9,005	31st Jan.	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice. WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Hongkong must delay their own Hotel expenses at Singapore while awaiting the ship carrying steamer.

All Cables are fitted with Electric Fans free of charge. Steamers on London and Australian Lines are fitted with Landlines. Parcels measuring not more than 34 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—MACKINNON, MACKENZIE & CO. P. & O. Building, Connaught Road Central, HONGKONG. Agents.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the BLUE FUNNEL LINE (OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"YANGTZE" ... Via Suez Canal 11th December.

"COLORADO" ... Via Suez Canal 21st December.

"CANPA" ... Via Suez Canal 14th January.

"CYCLOPS" ... Via Suez Canal 23rd January.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For Freight and Particulars, apply to—BUTTERFIELD & SWIRE, on THE BANK LINE, LTD., HONGKONG. HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

CHINA NAVIGATION CO., LIMITED.

AMOI & SHANGHAI	"SUIYANG"	On 8th Dec.	6 a.m.
BANGKOK	"KWEIYANG"	On 8th Dec.	6 a.m.
SWATOW, SHANGHAI & HONGKONG	"SOOCHOW"	On 9th Dec.	10 a.m.
HONGKONG & HAIPEONG	"TAIING"	On 9th Dec.	Noon.
SHANGHAI	"SZOCHOW"	On 11th Dec.	6 a.m.
SWATOW, SHANGHAI & HONGKONG	"KANCHO"	On 12th Dec.	10 a.m.
SWATOW & BANGKOK	"KATYING"	On 12th Dec.	10 a.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 13th Dec.	6 a.m.
AMOI & SHANGHAI	"SEANTUNG"	On 14th Dec.	6 a.m.
WEIRAIWEI, CHEFOO & TIENTSIN	"KURIOHOW"	On 14th Dec.	6 a.m.
BANGKOK	"ORINUTIA"	On 15th Dec.	6 a.m.
SWATOW & SHANGHAI	"SINKIANG"	On 16th Dec.	10 a.m.
SWATOW, SHANGHAI & HONGKONG	"LUCHOW"	On 16th Dec.	10 a.m.
TSINGTAO & DALNY	"KALGAN"	On 19th Dec.	10 a.m.

RALOON PASSAGE RATES, HONG KONG to SHANGHAI and vice versa, Have Now Been Reduced To

\$80 SINGLE AND \$90 RETURN.

For Freight or Passage apply to—BUTTERFIELD & SWIRE. Telephone: Central 25. Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS, VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. Excellent & Most Up-to-date First & Second Class Passenger Accommodation. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DATE HONGKONG ON OR ABOUT	SAILING HONGKONG ON OR ABOUT
CHANGTE	10th December	17th December
TAIPING	8th January	14th January
CHANGTE	8th February	15th February
TAIPING	11th March	18th March

For Freight and Passage Apply to—BUTTERFIELD & SWIRE. Telephone: Central 25. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "BOWES CASTLE" ... on or about middle of Dec.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUMME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hong Kong.

S.S. "VENEZIA" ... Sails on or about 9th December.

M.V. "ROMOLO" ... Sails on or about 6th January, 1927.

S.S. "FIUME" ... Sails on or about 5th February, 1927.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hong Kong.

M.V. "ESQUILINO" ... Sails on or about 10th December, 1926.

S.S. "VENEZIA" ... Sails on or about 7th January, 1927.

M.V. "ROMOLO" ... Sails on or about 4th February, 1927.

S.S. "FIUME" ... Sails on or about 4th March, 1927.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

"UMZUMBI" ... Sails from Calcutta mid of December.

"UMSINGA" ... Sails from Calcutta 31st January, 1927.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to—DODWELL & CO., LIMITED. Telephone: Central 1080. Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONG KONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR SWATOW, AMOI & FOOCHOW AND RETURN (Occupying 3 to 5 Days)

HAINING ... Tuesday, 7th December, at 2 p.m.

HAICHING ... Friday, 10th December, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hong Kong to Fochow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$20.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—DOUGLAS LARPAIK & CO. General Managers.

N.Y.K. LINE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU ... Tuesday, 11th Jan. at Noon
TENYO MARU ... Monday, 24th Jan. at Noon
KOREA MARU ... Sunday, 8th Feb. at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

BOKUYO MARU ... Thursday, 16th Dec. at Noon

MAKURUMI MARU ... Wednesday, 12th Jan. at Noon

MARSEILLES, LONDON, ANTWERP & ROTTERDAM via Ports.

KASHIMA MARU ... Saturday, 18th Dec. at 11 a.m.

SAKURA MARU ... Saturday, 1st Jan.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 22nd Dec. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU ... Tuesday, 28th Dec.

BUENOS AIRES via Singapore, Darban & Cape Town, Delagoa Bay & Algoa Bay.

KAWACHI MARU ... Friday, 31st Dec.

BOMBAY via Singapore, Penang & Colombo.

SADO MARU ... Saturday, 11th Dec.

YAMAGATA MARU ... Saturday, 18th Dec.

CALCUTTA via Singapore, Penang & Rangoon.

KWATO MARU ... Thursday, 8th Dec.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Saturday, 18th Dec.

SHANGHAI, KOBE & YOKOHAMA.

FUSHIMI MARU ... Monday, 13th Dec.

RANGOON MARU (Moffi direct) ... Tuesday, 14th Dec.

MORIOKA MARU ... Wednesday, 22nd Dec.

HAKOZAKI MARU ... Monday, 27th Dec.

For further information, apply to—

Telephone: Central No. 292 (Private exchanges to all Depts.)

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

BOSTON

NEW YORK

PHILADELPHIA

M.V. "ASIATIC PRINCE" ... 6th December, 1926

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3155.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

[19]

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT MCKINLEY" ... Dec. 18th, 5 p.m.

"PRESIDENT JEFFERSON" ... Dec. 30th, 5 p.m.

TO EUROPE-ELIZO-ELI2

First Class on the Pacific. First Class on American or Canadian Railways. First Class on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT MCKINLEY" ... Dec. 10th, 5 p.m.

"PRESIDENT JEFFERSON" ... Dec. 22nd, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.

Telephone: Central 2477, 2478 & 735

[18]



HOLLAND EAST ASIA LINE

of the United Netherlands
Navigation Company.

Regular Four-weekly Service between

Japan, Vladivostok, China, Hong Kong, Manila, Singapore

and Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and

North Continental Ports

SAILINGS FOR EUROPE:

"OLDEKERK" ... 25th December.

ARRIVALS FROM EUROPE:

"GEYMA" ... 14th December.

"ZORNA" ... 11th January, 1927.

"GOSTERK" ... 8th February.

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN.

Telephone: Central No. 1574.

Agents.

Yark Building.

[11]

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CON.
STANTINOPLE, GREECE, LEBANON, SYRIA, EUPHATE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT
ROYAL MAIL STEAMERS.

(Under Contract with H.M. GOVERNMENT.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"DELTA"	8,097	9th Dec. Noon	Singapore, Penang, Colombo and Bombay.
"MALEDONIA"	11,059	11th Dec. Noon	Marseilles and London.
"NELORE"	6,942	23rd Dec.	Singapore, Penang, Colombo and Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London, Antwerp and Hull.
"MIRZAPUR"	8,715	3rd Jan.	Marseilles, London, Hamburg & Rotterdam.
"NYANZA"	7,043	6th Jan.	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	12th Jan.	Marseilles, London, Antwerp and Hull.
"DEVANHA"	8,155	15th Jan.	Singapore, Penang, Colombo & Bombay.
"MORSA"	10,918	18th Feb.	Marseilles and London.
"DELTA"	8,097	19th Feb.	Singapore, Penang, Colombo and Bombay.
"KASHMIR"	9,005	22nd Feb.	Marseilles, London and Antwerp.
"NELORE"	6,942	25th March	Singapore, Penang, Colombo & Bombay.
"MANU"	10,925	28th March	Marseilles and London.
"KASHMIR"	9,005	31st March	Marseilles, London, Antwerp & Rotterdam.
"MALWA"	7,043	3rd April	Singapore, Penang, Colombo & Bombay.
"MONGOLIA"	10,941	6th April	Marseilles and London.
"MALEDONIA"	11,120	9th April	Marseilles and London.
"DEVANHA"	8,155	12th April	Marseilles, London, Antwerp & Rotterdam.
"KALYAN"	9,144	15th April	Marseilles, London and Antwerp.
"DELTA"	8,097	18th April	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,941	21st April	Marseilles and London.
"KHIVA"	9,135	24th May	Marseilles, London and Antwerp.
"MORSA"	10,918	27th May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship.	Tons.	From Hongkong (about)	Destination.
"TALAMA"	8,015	8th Dec. Noon	Singapore, Penang and Calcutta.
"TALMA"	10,000	18th Dec.	do.
"SHIRALA"	7,841	25th Dec.	do.
"TAKLIWA"	7,906	2nd Jan.	do.
"TAKADA"	8,949	9th Jan.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship.	Tons.	From Hongkong (about)	Destination.
"ST. ALBANS"	4,500	31st Dec.	Manila, Sandakan, Thursday Island.
"AKAFURA"	6,000	28th Jan.	Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,000	4th Mar.	
"ST. ALBANS"	4,500	1st April	
"AKAFURA"	6,000	18th April	
"TANDA"	6,000	3rd June, 4 p.m.	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hong Kong, Cebu, Kolumbugan, Tawao, Timor, Durwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The E. & A.S.S. Co. Branch steamers to London via Suez Canal.

The E. & A.S.S. Co. Branch steamers to London via the Cape.

The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship.	Tons.	From Hongkong (about)	Destination.
"SHIRALA"	7,841	7th Dec. 6 a.m.	Amoy, Shanghai, Moji, Kobe & Osaka.
"ST. ALBANS"	4,500	7th Dec. 4 p.m.	Moji, Kobe and Yokohama.
"MALWA"	10,941	10th Dec. 4 p.m.	Shanghai, Moji and Kobe.
"NYANZA"	7,043	10th Dec. 5 p.m.	Moji and Kobe.
"KASHMIR"	9,005	13th Dec.	Shanghai, Moji and Kobe.
"TAKLIWA"	7,906	14th Dec.	Kobe.
"TAKADA"	8,949	15th Dec.	Kobe.
"KALYAN"	9,144	18th Dec.	Shanghai, Moji and Kobe.
"AKAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MORSA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	7th Jan.	Shanghai, Moji and Kobe.
"KASHMIR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"DELTA"	8,097	21st Jan.	Shanghai, Moji and Kobe.
"NELORE"	6,942	24th Feb.	Shanghai, Moji and Kobe.
"MANU"	10,925	28th Feb.	Shanghai, Moji and Kobe.
"TANDA"	6,000	2nd Mar.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	10,941	17th Feb.	Shanghai and Kobe.
"NYANZA"	7,043	18th Feb.	Shanghai, Moji and Kobe.
"MALEDONIA"	11,120	21st March	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	24th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	13th March	Shanghai, Moji and Kobe.
"KASHMIR"	9,005	13th March	Shanghai, Moji and Kobe.
"MALWA"	10,941	14th April	Shanghai, Moji and Kobe.
"DELTA"	8,097	14th April	Shanghai, Moji and Kobe.
"AKAFURA"	6,000	6th April	Moji, Kobe, Osaka and Yokohama.

All rates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Swimmers on London and Australian Lines are fitted with Ladders.

Parcels measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Cornhill Road Central, HONGKONG. Agents. [1]

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

Steamship.	Tons.	From Hongkong (about)	Destination.
"YANGTSE"	Via Suez Canal 11th December.
"OOLABADO"	Via Suez Canal 21st December.
"DANFA"	Via Suez Canal 14th January.
"CYOLOPS"	Via Suez Canal 28th January.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE HANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON

CHINA NAVIGATION CO., LIMITED.

Steamship.	Tons.	From Hongkong (about)	Destination.
AMOI & SHANGHAI	"SUITANG" ... On 8th Dec. 6 a.m.
HONGKONG	"KWITANG" ... On 8th Dec. 6 a.m.
SWATOW, SHANGHAI & TSINGTAO	"SOOCHOW" ... On 9th Dec. 10 a.m.
HOIHOW & HAIPHONG	"TAKING" ... On 9th Dec. Noon.
SHANGHAI	"SZOCHUEN" ... On 11th Dec. 6 a.m.
SWATOW, SHANGHAI	"KANCHOW" ... On 12th Dec. 10 a.m.
TSINGTAO & DALNY	"KAYING" ... On 12th Dec. 10 a.m.
SWATOW & BANGKOK	"KAYING" ... On 12th Dec. 10 a.m.
AMOI, SWATOW & RINGAPORE	"ANHUI" ... On 13th Dec. 8 a.m.
AMOI & SHANGHAI	"SHANTUNG" ... On 14th Dec. 6 a.m.
WEIRAIWEI, CHEFOO & TIENTSIN	"KUNGHOW" ... On 14th Dec. 6 a.m.
BANGKOK	"CHINUA" ... On 15th Dec. 6 a.m.
SWATOW & SHANGHAI	"SINKANG" ... On 16th Dec. 10 a.m.
SWATOW, SHANGHAI	"LUCHOW" ... On 16th Dec. 10 a.m.
TSINGTAO & DALNY	"KALGAN" ... On 19th Dec. 10 a.m.
SWATOW & BANGKOK	"KALGAN" ... On 19th Dec. 10 a.m.

SALOON PASSAGE RATES, HONG KONG to SHANGHAI and vice versa, Have Now Been Reduced To

\$60 SINGLE AND \$90 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone: Central 22.

Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

Reckoning & Most Up-to-date First & Second Class Passenger Accommodation.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due HONGKONG ON OR ABOUT	SAILING HONGKONG ON OR ABOUT
CHANGTE	10th December	17th December
TAIPING	8th January	14th January
CHANGTE	8th February	15th February
TAIPING	11th March	18th March

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.

Telephone: Central 33.

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "BOWES CASTLE" ... on or about middle of Dec.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (TRIESTE).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hong Kong.

S.S. "VENEZIA" ... Sails on or about 9th December.

M.V. "BOMOLO" ... Sails on or about 6th January, 1927.

S.S. "FIUME-L" ... Sails on or about 6th February, 1927.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hong Kong.

M.V. "ESQUILINO" ... Sails on or about 10th December, 1926.

S.S. "VENEZIA" ... Sails on or about 7th January, 1927.

M.V. "BOMOLO" ... Sails on or about 4th February, 1927.

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